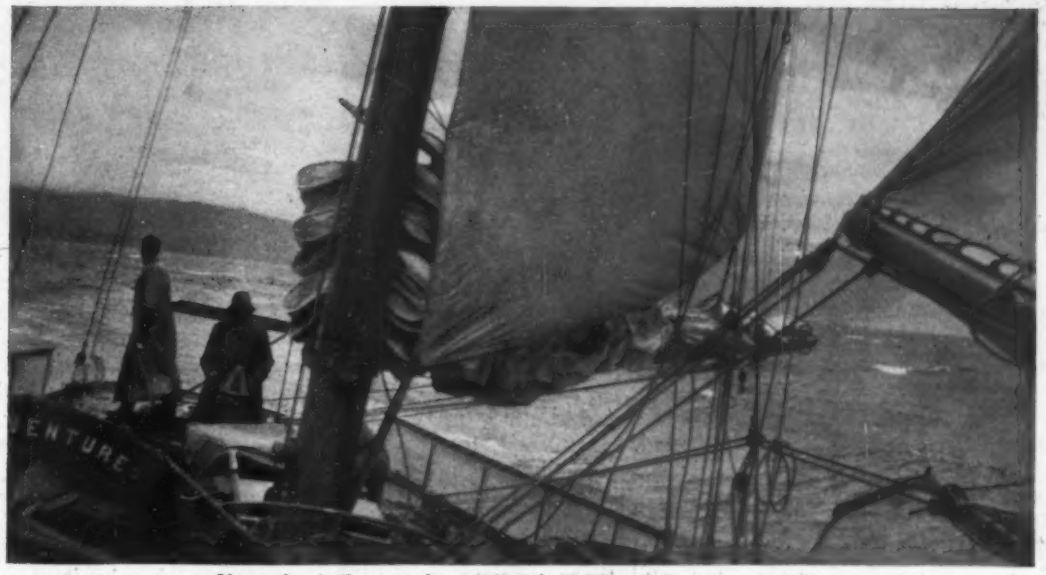
YACHTING

VOLUME XXXIV
NUMBER VI

DECEMBER, 1923

35 Cents a Copy
$4.00 a Year



Venture's trisail set on the mainboom, off Murray Bay, August 15th.

Seagoing with the Jib Headed Rig

The Voyage of *Venture*, the Converted *Istalena*, from the Sound to the Lakes by the Outside Route

By C. H. J. SNIDER

TO everyone who saw Commodore Æmilius Jarvis' schooner *Venture* racing at Larchmont—and their number was legion—probably occurred the same question: "How is she going to behave at sea?"

The question was a most natural one. Here was a hull identical, as far as the eye could note, with the New York fifties she was racing. She was one of them, in fact, for last season the present schooner *Venture* was the sloop *Istalena,* and champion of her class. Those who had followed the transformation knew that *Venture* had now a foot less draught, that in racing trim she should draw a scant nine feet. They also knew she had 800 square feet less sail area. The towering club-topsail crowning a lofty gaff mainsail and matched by jibtopsail and stem staysail had been replaced by a Bermudian or jib headed mainsail, narrow gaff foresail, and jib. The first question in everyone's mind was what effect this would have on *Venture's* speed. She answered this herself by her races against *Harpoon* and *Virginia.* In light, variable, Long Island Sound weather they could get away from her. In a breeze of any strength they seemed to be on nearly even terms, with the allowance for difference in rating. In a good wholesail breeze *Venture* could almost hold them boat for boat and beat them by a wide margin when the corrected time was figured out. Clearly, the alterations had not spoiled her for general racing, although she might not often get her own weather if she stayed on the Sound. But as she was not going to stay on the Sound everyone kept asking: "How is she going to behave at sea?"

Venture answered that question by performance, as she did the first one, in regard to her speed. Commodore Jarvis made his first sailing voyage on salt water in 1876, and is well known to cruising men through his book *Five Thousand Miles in a 27-Tonner,* the narrative log of his voyage from Toronto to Jamaica and back in his schooner *Haswell.* Mr. Jarvis' home is on Lake Ontario, and thither he took the *Venture* as soon as her Long Island Sound tryouts were over.

The voyage, working out at 2,135 miles in *Venture's* case, gave ample opportunity for testing out Mr. Jarvis' theory that the best racer, built under a good rule, makes the best cruiser when cut down.

Venture was altered and rerigged at the Herreshoff yards according to Mr. Jarvis' own general plans, and under the direct designing and supervision of Mr. N. G. Herreshoff. A foot of lead was cut off her ballast outside and recast and placed inside of her, giving her now 28,000 lbs. of outside and 8,500 lbs. of inside ballast. A shafthole was bored for a feathering propeller, on the starboard side of the deadwood, and a 15 H.P., 4-cylinder, 4-cycle Ailsa Craig engine was installed. Her new schooner's mainmast, 85 feet long from truck to heel and 12 inches in diameter, was a smaller and lighter spar than her sloop's mainmast. Even with the new foremast added—it, like the mainmast, is hollow—*Venture* has less weight above deck by 500 pounds than she had as a sloop; and, of course, the center of effort of her sailplan is lower. Inside, she does not differ materially from the original plan. There is a handsome double stateroom abaft the companion, a chartroom and berth on the port side of the entry, washroom, toilet, and clothes locker on the starboard side, then the main saloon, which has sleeping accommodation for four, and then the galley. Op-

Dodging the rain under the main boom, in a gale in the Gulf of St. Lawrence.

Signaling the *Fort Hamilton* to report "*Venture* all well" in the Gulf, August 12.

posite the galley is a captain's room, and between the two, completely concealed by the galley sink, is the auxiliary engine. Forward are the berths for the crew.

Venture was far from at her best at Larchmont, for she was laden with a vast amount of extra sails and gear and her new rig was entirely in the tryout stage. She had come up from Bristol immediately after leaving the Herreshoff yards. She went back from Larchmont to Newport and from there to Marblehead, whence she sailed for home on August 1.

Her ship's company consisted of Commodore Jarvis, Lt.-Col. Frank Moss of Toronto, Mr. F. C. C. Mead of Montreal, Mr. Grenville Finch-Noyes of Oakville, Ont., and myself. Mr. Finch-Noyes was our navigating officer, and an excellent one; standing his watch like everyone else, and, in addition, up at all hours of the day or night in connection with the ship's position, always on call, always cheerful, never tiring, never at fault. His landfalls were perfect. Forward, we had the best combination that ever filled a yacht's forecastle: Culrose McLaughlin, six feet one in his socks and capable of shouldering a 350 lb. barrel of cement, he was a certificated mate, hailing from the Grand Cayman; Jack Simms, a merry young Newfoundlander as much at home aloft as a squirrel in a treetop; and Tom Benson, Lancashire graduate from fishing smacks in the Irish sea. Tom was chef, and a good one, but he liked to stand a watch at night, and frequently had his wish. We all knew one another well, having raced and sailed together under Commodore Jarvis' red-yellow-and-black flag in the *Haswell,* and a more comfortable company never went to sea.

The commodore's seagoing preparations were simple, but they represented the fruit of many miles of voyaging. As soon as we hauled the ensign halliards taut, after answering the courteous dips of the Corinthian and Eastern Yacht Clubs as we passed out of Marblehead, he ordered the large working jib unbent and the storm sail substituted. *Venture's* storm jib is of fair size and she did not seem to notice the diminished forward area. Indeed, the smaller jib allowed the foresail to take hold better, and there was no marked increase in weather helm tendency. The storm jib was bent, loose-footed, to the boom of the No. 1 jib, and as the smaller sail was very high in the clew the boom was raised.

Then we rove lifelines from the stemhead aft, on each side. Good heavy rope was used, clove-hitched at the fore and main rigging at the height of a man's chest. Forward and aft from the shrouds the lifelines sloped down to the level of the deck. We had two boats, both carried inboard, with their davits unshipped and stowed. They used up most of our midship space on either side of the skylights, but with the lifelines in the waist supplemented by the boat boom rigged fore-and-aft it was both safe and comfortable to go back and forth at all times, no matter how she heeled. We took the battens out of all the sails. Some of the mainsail battens had to go back, to keep the leach from slatting.

Except when racing *Venture* carries a pair of mahogany quarter rails, from the main-rigging aft, sitting 18-inch on brass stanchions. We improved on this for the voyage by stretching canvas weather cloths, lacing the upper edge under the mahogany and the lower edge to a wire strung along below the level of the cap of the little permanent three inch rail which runs around the ship. Someone with rustic tastes nicknamed our weathercloths "dashboards," and the name stuck. They were very neat always, and kept out a lot of spray, when any was flying.

Another seagoing preparation consisted in filling half a dozen five-gallon tins with fresh water, and keeping them lashed on deck, immediately available for any emergency. We also laid out our reef-tackle on the boom and bent on the pennant, and had a gallows frame standing for the reception of the mainboom in furling or reefing; and very handy it proved. This gallows frame is made of a stout oak bar, with three scallops on it. It is supported by two upright pieces of iron pipe, stayed by a diagonal piece and a fourth piece like a forestay. It can be unshipped and stowed easily. It is a godsend for handling sail on a cruise, for once the boom is in the middle crotch all you have to do is make the sheet fast and she is yours. The crotches or scallops at the ends of the frame are to hold the boom when you have the mainsail stowed and the trisail set and sheeted out on the mainboom for windward work.

We plunged into the Atlantic fog as we went out of Marblehead. Sometimes it thinned. Sometimes at night we could make out the stars overhead. Sometimes by day we could feel the sun. Our navigator insisted that he could see it. He even spotted a horizon. But to the rest of us the 400-odd miles of Atlantic between Massachusetts and Nova Scotia appeared to be principally inhabited by fogbanks, blackfish, and Mother Carey's chickens. The fog and the chicks were with us always. The blackfish were only occasional visitors, but three thirty-footers played around us one evening like horses rolling in a pasture after the day's work. Our navigator was evidently not bluffing when he said he had shot the sun and the horizon, for, after altering course when we had a good offing from the invisible Cape Sable, he took us in one afternoon to where he said we should see Chebucto Head. The

Heavy weather in the Gulf, August 13th, showing *Venture's* reefed foresail.

Venture's storm trisail set loose footed for running.

wind had fallen, and we puttered along under the engine, feeling truly grateful to the little kicker which gave us a speed of six knots while our sails were empty.

"We should see the Head now or slow down and take a cast," said Grenville Noyes, looking into the blank wall of fog on all sides. As he spoke the fog parted like a curtain, and there were the rocks of Chebucto Head, 400 yards on the port bow!

We had heard the Outer Automatic and detonations which we supposed were the Sambro signal, but if the hooter on the Head was going we had been in a vacuum pocket of sound. After we had sighted the Head and the light the horn commenced to go. Everything disappeared again, almost at once, but we had our compass course for the Inner Automatic and Thrum Cap, and so groped our way into Halifax harbor, and the anchorage of the Royal Nova Scotia Yacht Squadron, without seeing any sign of the shore after Chebucto disappeared. It was so thick that it was only when we rowed in to the landing place that we discovered there were yachts at the anchorage.

We were three days, all but a few hours, coming across from Marblehead to Halifax, and had logged 400 miles in the passage owing to the good berth we gave Cape Sable. On the second day out from Marblehead, when the wind came fair and the sun tried to burn up the fog, we set the *Venture's* squaresail for the first time—a sail of which we became very fond. It is a thousand-foot quadrilateral of canvas, much heavier than necessary, but, oh, such a lifter! As good, with a fair wind, as the engine is in a calm. The sail is usually bundled up and stowed in the lazarette, aft. We got it out for the christening, bent the head of it to the 30-foot yard, stopped the whole sail on the yard with cotton, and then hoisted yard and sail aloft on the jib halliards. The jib had been run down for the purpose and the yard travelled up the forestay, on which it was shackled. The halliard snapped into a long span on the yard. This, and the braces, kept it from cockbilling as it went up. When it was well above the fore spreader we pulled down on the sheets, parting the stops, and the sail set like a drop curtain. We then trimmed the braces and thrust the tack to windward with the spinnaker boom, using the sheet for an after guy. In taking the sail in, which we usually did before dark, we would roll the foot up as the yard descended. There was a line of reef-points two-thirds of the way up, and these made handy temporary gaskets. When the rolling was completed we would cast off the headstops from the yard and pass them around the sail, and all was ready for bagging and stowing below.

The squaresail was a great comfort when we had the wind dead aft and a tumble of sea, for there was no danger of jibing it. As *Venture's* mainmast is of the pole variety and hollow, with topmast backstays and masthead runners all coming down to one set of purchases, after the marconi fashion, jibing the mainsail calls for care.

It was cold, cold, cold, in the Gulf of St. Lawrence in mid-August. This is an imposed "snap" of Commodore Jarvis doing his trick at the wheel.

One set of backstays must always be up hard. We found that in paltry, variable airs and a tumble the only thing to do was to get the main boom amidships and both backstays up until the wind made up its mind to blow on one side or the other. Of course we used a boom tackle or pennant on the mainboom always, when running free, and sometimes on the foreboom and staysail boom as well.

Our first real blow was after getting through the Gut of Canso, between Nova Scotia and Cape Breton Island, and entering Northumberland Straits. The turn for the Gut was our first westerly course and we felt then we were really homeward bound. We negotiated the 15-mile channel in an hour and a half, with the wind abeam, and strong from the westward. Then we hauled across George Bay, a 20-mile stretch, in two hours, coming up to George Head, the extremity of the Nova Scotia shore, just at dark, after the hardest, coldest, rawest sunset one can imagine. The clouds looked like the unpolished side of a slate tombstone, and all the vanishing sun added was a weak coppery tint. There is a fine flashing light on the bold promontory and after we passed it we walked slap into a short snapping head sea, with the wind forward of the beam. It began whooping it up as hard as or harder than it blew the last day of Larchmont week, when *Ahmeek* and the other boats were dismasted.

Venture stood up under the pressure bravely; she had comparatively little incline, but, oh, how she did drive into those seas! She never stopped for any of them. She would hit one like a pile driver and be through it and on to the next and the next before the broken water from the first had a chance to sob its way out of the choking scuppers. It was a grand spectacle, the spray flying in sulphuric green snowstorms 20 feet high on

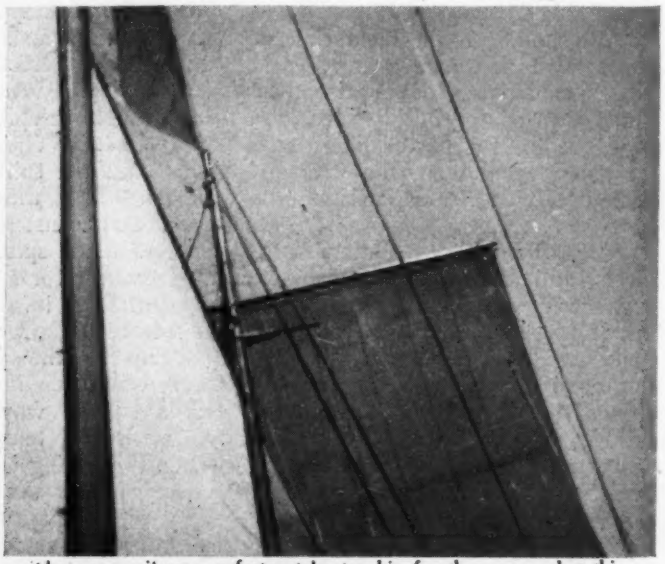
either side. You must excuse the simile. The water was remarkably phosphorescent, and to leeward and astern it boiled off in a welter of seething milk. Half a mile away in the blackness we could see the bright heads of breaking waves; and a continuous volleying of sheet lightning overhead and to leeward swamped, from time to time, the whirling spokes of light the flasher on George Head threw out to match the glow of Pictou on the Nova Scotia side and the opposite lights of Prince Edward Island.

We shipped some rather heavy deckloads, which made us bless the commodore's forethought in providing lifelines and wonder whether our spray cloths on the lee side would not have to be cut away to let her clear herself. But *Venture* shook the accumulation off each time and took the next one gamely.

Had we been racing we could have hung on to everything. As we were not we decided to reef. The lee backstay was hauled well forward, and so was the lee topping lift. Then the weather lift was manned and the main halliards cast off. As the sail began to come down and spilled the wind the mainsheet was brought aft and the lift tended, so that, at the proper moment the boom was dropped into the center scallop of the gallows frame and lay there snug. The mainsail came down without trouble, the weight of it bringing the luff steadily down the brass slide on the after side of the mast; but we tore off some of the slides or clips which fastened the luff to the track. This was due to the boom being perpendicular to the mast, causing a diagonal binding across from the clew to the track. Topping the boom higher and slacking off the clew outhaul cured the difficulty. It was a great comfort to have no topsail to hand, no gaff to slash about, no throat and peak downhauls to man. The cut of *Venture's* mainsail might be improved for seagoing; a sail with a straight leach would save the use of battens.

We put twenty-five loose reef-points through the grommets of the single reef, after we had hauled out the earing, passed the plait, and made our tacklashing fast. The idea of loose reef points is to make it easier to tie the right ends together. It has also the advantage of a smoother sail when the points are out. Personally, I prefer standing points for cruising work. They stay where they belong when you pull. However, we got our sail reefed and hoisted again without mishap. When we got her up it was all love's labor lost. For one thing, the single reef in *Venture's* mainsail is only about three feet above the boom. Taking in a tuck is not as much relief as clewing up or lowering a topsail. As the luff of the leg-of-mutton is 71 feet long the area reduced by the reef is comparatively small. It is really ten per cent, but it is not very noticeable to the eye. This particular night it was not noticeable at all: for—the other thing—the wind had increased and the tide was running against it. She was making wetter weather than before—if that were possible. What she needed was her trisail. We called it a day—or rather a night—by taking the mainsail off altogether and jogging her till morning under foresail and storm jib. She went like a little queen under that reduced sail and the watches below could not believe that it was blowing as hard as ever. When we got up as close to Charlottetown as we thought safe—none of us had ever been in there—we hove her to under the foresail, with the jib stowed and the wheel lashed hard a-lee, and she rode like a duck till daylight showed us the buoys and the channel in to the capital of this crimson-shored island. She filled away under the foresail immediately the helm was altered. We gave her the jib and mainsail and beat in under everything in a hard breeze.

Speaking of the watches below, we were fortunate in being so full-handed that ordinarily we had eight hours off for four on deck. We worked in three watches, starboard, port, and amidships, two men in each. This left the cook and the commodore for spares. Only thrice in the whole voyage to Toronto were all hands called. Usually two men in the watch were sufficient. The skipper had most of his nights "in." The two men in his watch seldom needed him. When hove to, or towing, one man "out" was all that was required, and we then worked one hour tricks. Add to this the fact that in the whole passage we never missed a meal, and every meal was served hot, full-course, and at the regular hour, and you will gather that *Venture*, the cut down racer, answered all expectations as a cruiser.



The squaresail was, unfortunately, too big for the camera, but this shows the upper half of it.
Left—*Venture's* anchor down in Toronto, after 2,135 miles of voyaging under her new rig.

Our next heavy weather was five days later, after we had left Charlottetown and turned the corner of Gaspe and won our way into the wide mouth of the St. Lawrence. We had no trouble crossing the Gulf, but after midnight on August 12th the barometer dropped rapidly and the wind came in fresh from southeast. At the end of the middle watch next morning we called all hands and took the mainsail off her and set the trisail. It was then blowing very hard, with a high short sea. It was, of course, a fair wind for us. The main boom was settled in the middle crotch of the gallows frame and the trisail, a small triangle of canvas no larger than our storm jib, was hoisted by the main halliard. The tack was made fast on one of the cleats at the foot of the mainmast and the clew was sheeted to a ringbolt in the lee quarter. This was, of course, for running; for windward work we would have hauled the clew out on the mainboom and worked the mainsheet. After this little operation the off-watches turned in again and two men on deck drove her. One crouched under the crotched mainboom for shelter from the rain and steered. She was very lively, and squattered in the troughs, spilling seas in on both sides of the counter occasionally, but nothing to hurt. One souser washed into the cockpit, and sometimes she was awash as high as the level of her 3-inch rail, for the spray cloths kept the water from rolling off to leeward. But she never took anything heavy enough to make the boats surge in their gripes or wash anything loose from the deck. Heavy mist rolled by all day, and out of it now and then leaped a headland—Father Point, Bic Island, and so on—and, more often, a steamer. We were right in the traffic lane and the big steel hulls were awash to the bridges. We overtook one schooner, rolling along under bare poles, and another running under reefed foresail. It was a hard breeze, all right, but after you got used to the sting of the cold rain and the roaring it was immensely enjoyable.

Up forward, with the down draught from the straining foresail and storm-jib spilling on to the swimming deck, it seemed to be blowing five times as hard as it was back at the wheel. Although *Venture* ran 30 miles to a watch or better all that day, and was doing a continuous waltz, each man reported the same curious experience in steering: you could hold her on her course for the whole two hour trick without changing hands once from the pair of spokes you first gripped. The play of your forearms was all that was needed. So long as the foresail stayed on one side all was well. It didn't matter about the loosefooted trisail. You could jibe it over and back with impunity.

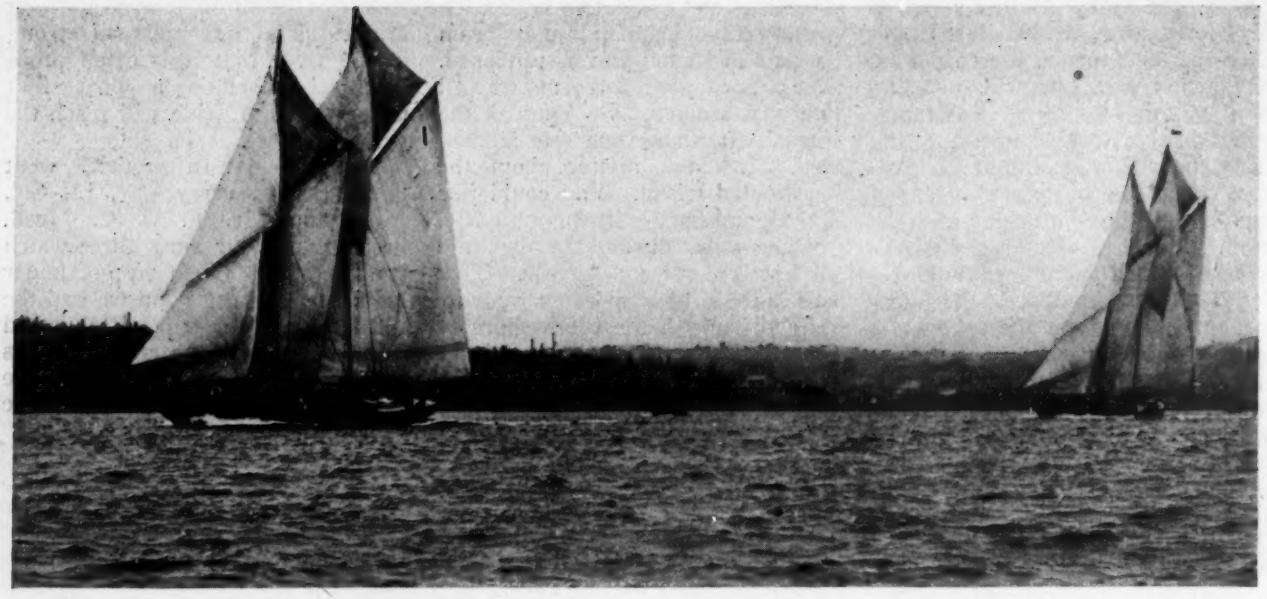
Once only, during the day, did all hands come up for air. That was in the afternoon when we wore ship to haul off the south shore of the St. Lawrence, and reefed the foresail. The trisail sheet was carried over to the other side and we galloped along as before, making even better time under the shortened sail. Apart from this quarter of an hour in the wet the off-watches had a genuine holiday, smoking and yarning and reading the *Sea Hawk* aloud down below, while the two whose turn it happened to be kept on "saving their lives" up on deck. Toward sundown the rain ceased and the wind eased; by midnight we had the mainsail on her again and were jogging at four or five knots, well up the estuary of the river.

At Murray Bay, next evening, our anchor bit the ground for the first time since leaving Charlottetown five days before. We had already tasted some of the fierceness of the St. Lawrence current, but when the ground tackle took hold the water tore past us as though we were driving through with a strong breeze. The tide runs so strong in the river that it is often problematical whether a boat that leaves the ship's side will reach the wharf, or vice versa.

Two of our afterguard went home from Murray Bay, Lt. Col. Moss and Mr. F. C. C. Mead, breaking up our snug three-watch arrangement. When we got under way the following noon we had the most wind of the trip. It whooped down from the high cliffs in gusts that must have been of 50-mile strength. We set the trisail on the main boom and hoisted the foresail up about a third of the way. The jib we kept stowed. Even this patch of canvas was enough to heave us down with the covering board in and make everything boil. But it was smooth water and we tore through it at a tremendous pace. After we got off shore the wind was more moderate and we gave her the whole foresail. We had lunch with the water outside sounding like Niagara Falls as it rushed by. Soon we had the jib on her, and then the mainsail, as the wind diminished. It left us altogether later and we floated with the tide among white porpoises for a while. Then the wind came in again and gave us a glorious sail; broad over the starboard beam, heaving us down to the covering board and

Venture with a rap full, showing her new jib-headed rig.

(*Continued on page* 368)



Start of the First Race at Halifax. *Bluenose* in the lead with *Columbia* astern of her.

The Fishermen's Fiasco at Halifax

By SAMUEL WETHERILL

THE fourth series of races for the International Fishermen's Trophy, emblematic of the championship of the North Atlantic Fishing Fleet, ended in a drawn battle, when the Canadian defender *Bluenose* refused to accept disqualification in the second race, and departed for her home port, leaving the series a tie and the championship undecided.

To be sure, *Bluenose* twice crossed the finish line ahead of the Yankee challenger *Columbia.* But in the first race there was a foul which critics were pretty well agreed was a *Bluenose* foul, but which was not acted upon by the Committee, and in the second race *Bluenose* distinctly violated the sailing directions, and was rightfully disqualified. And so the series ended, each vessel being credited with one race, and the trophy is now in the hands of its trustees, to be raced for at some future time.

The two contestants this year were the Canadian defender *Bluenose,* Captain Angus Walters, twice winner of the cup, and the Gloucester challenger *Columbia,* Captain Ben Pine, built this year at the yards of A. D. Story of Essex, from designs of W. Starling Burgess. *Bluenose* is well known to most race followers as a full bodied, powerful boat, fast in any weather, but particularly so in a hard breeze. *Columbia* is a foot shorter, with about a foot less beam, somewhat less displacement and decidedly less freeboard. She has decidedly "yachty" lines, especially forward of amidships, and her fine, knifelike bow and easy bilges give one the impression of an easily driven hull, and one that would slice through a choppy sea with little trouble. Looking at the two boats side by side, one would say that *Columbia* would sail circles around her cruder, though huskier, rival. She had easily defeated her competitors in the American elimination races, in moderate weather, but had appeared a bit tender, so that Skipper Ben Pine put aboard considerable extra ballast before departing for Halifax.

With the Canadians praying for a gale of wind for their champion *Bluenose,* and the Americans believing that light or moderate weather would be to the advantage of the practically untried *Columbia,* both sides were more or less confident that their favorites had at least an even chance in what promised to be the most closely contested races since the series was inaugurated.

First Race, Monday, Oct. 29th

Bright and early Monday morning the two schooners were out tuning up in preparation for the first race of the big contest, to find a moderate breeze blowing out of the southwest, the sky cloudy and overcast, and the sea smooth. Both boats were moving smartly in the quiet waters of the harbor, with the breeze freshening to around 10 knots as the time for the start approached. At 8:30 A.M. the Committee signaled from the Breakwater off the Royal Halifax Yacht Club that No. 2 course would be sailed, as follows: Starting across an imaginary line between the Breakwater and the gas buoy in the middle of the harbor, to and around the Inner Automatic buoy (a sharp reach of 6.3 miles), thence to and around the Outer Automatic buoy (a beam reach of 6.4 miles), thence to and around Sambro gas buoy (dead to windward 9.6 miles), thence to and around Inner Automatic once more (a broad reach of 11.2 miles), thence to finish (a broad reach of 6.3 miles). Total distance, 39.5 miles, only 9.6 of which was to windward, leaving 30 miles of free work, which the sharps predicted would be to *Bluenose's* advantage.

Both boats were on the wrong side of the line when the 5-minute preparatory gun sounded, working back into position, *Bluenose* leading. Two minutes before the start *Bluenose* went about and stood for the line, on the starboard tack, and meeting *Columbia* still on the port tack. The latter had to go under *Bluenose's* stern before standing for the line, and just as she tacked the gun went, with neither boat near the line or with good headway on. *Bluenose* crossed a minute late, but in a good position, followed by *Columbia* 30 seconds later. What starting honors there were went to the Canadian. who had a 30 second lead and a commanding position.

Sheets were eased a bit for the sharp reach to the Inner Automatic, both boats lugging everything they had, including their big fisherman's staysails. *Bluenose,* out in front,

got the puffs first, and gradually opened up the gap until at the mark she had a clean lead of 1 minute 40 seconds, a gain of over a minute, making things look rather dark for the challenger.

Sheets were eased a bit more for the next leg, a reach of 6.4 miles, and once more *Bluenose* drew away, rounding the second mark 2 minutes 20 seconds ahead.

Everyone was on tiptoe as both boats flattened in sheets for the 9.6 mile beat to the Sambro mark. The wind had piped up to around 16 knots, and the seas were getting lumpy. It looked like a real test to windward—just what everyone had been praying for.

On rounding, *Bluenose* doused her foretopsail, as it was ineffectual to windward, but hung on to her fisherman's staysail, which keen racing men believed was doing more harm than good. *Columbia* hung on to everything, though her foretopsail was fluttering like a flag. The motion of the two boats was distinctly different. *Bluenose* was livelier as she pumped into the rising head seas, pitching and spanking the waves hard, while *Columbia,* with her sharp bow and easy forward sections, sliced through with a slower, easier motion than her rival.

As the two boats proceeded on the starboard tack, it was soon evident that *Columbia* was eating out to windward of *Bluenose,* and apparently footing just as fast. For almost an hour they hammered away on the same tack, *Columbia* continuing to slowly work out to weather, and holding her own in footing.

Finally, at 11:30, *Bluenose* went about and stood for the mark on the port tack, and was followed immediately by *Columbia.* Right here was where *Columbia* unexpectedly gained the lead—for *Bluenose* had badly overstood the mark, and *Columbia,* by virtue of having been well to weather on the last tack, was much nearer the mark, which both boats could fetch easily. In addition, Pine made a quick shift of his staysail, while it took Walters' crew all of five minutes to re-set theirs. *Columbia* was also much quicker in stays, and got going again much sooner.

Both boats were now on the port tack, *Columbia* ahead and to leeward. Walters set his foretopsail and gave *Bluenose* her head. And *Bluenose* gained, slowly but surely. Could she regain her lead before the mark was reached? It was close. Both boats charged along, everything rap full, and spectators

The *Columbia's* gang of huskies. Captain Ben Pine is seated in center, with his cap in his hand.

all through the sightseeing fleet were agog with excitement to see which would reach the mark first. They were very close as they neared the Sambro buoy, but try as she might the Canadian could not quite catch her rival, and *Columbia* finally shot around the mark with a 16 second lead, with *Bluenose* right on her heels.

It was on this next leg, a broad reach of 11.2 miles, that the real contest developed. *Bluenose* was working out on *Columbia's* weather quarter, so that Pine, to protect his wind, held high on his course, gradually luffing *Bluenose* up under the shore, with the latter struggling to get the Yankee's wind. Past the dangerous Sambro ledges, past Chebuctoo Head they went, with *Bluenose* gaining slowly but surely. Finally, well under the land, just as Bluenose overlapped her opponent, they came upon a buoy marking Bell Rock, a dangerous spot. Captain Pine asked his local pilot—"Can I go inside that buoy?"—and the pilot answered "No." Pine bore away and cleared the buoy. But *Bluenose* took a chance, went inside the buoy, and got directly on *Columbia's* weather. As soon as he passed the buoy, Pine immediately started luffing again, still being in such a position that he could have struck *Bluenose* forward of the main shrouds. *Bluenose* didn't meet the luff, and, getting a strong puff over the headlands, went by *Columbia,* her main boom raking *Columbia's* main rigging as she passed. Once clear, *Bluenose* jumped ahead, and romped on to the Inner Automatic buoy, which she rounded 1 minute in the lead. She gained another 20 seconds on the last leg home, crossing the finish line just 1 minute 20 seconds ahead of *Columbia,* after as close and exciting a race as has ever been held for the International Fishermen's Trophy.

The Foul

Speculation was rife all over Halifax regarding the foul which occurred on the last leg, when *Bluenose,* the windward boat, scraped along *Columbia's* rigging as she passed the latter. Captain Ben Pine was all ready to lodge a protest, but was "talked out of it" by Kenneth Ferguson, one of the owners of *Columbia,* who well remembered the mixup at Gloucester last year, and in the spirit of real sportsmanship wished to avoid any unpleasantness. So Pine didn't protest, the Committee didn't act, and it went down in the books as a *Bluenose* victory.

There seems to be little room for argument in the matter, as *Columbia* had a perfect right to luff as long as she was in a position to strike *Bluenose* forward of the main shrouds. To be sure, they were in very shoal waters, and in imminent danger of piling up. And Captain Walters had a perfect right to call for water—and to get it. But there was no evidence to prove that he *did* call for water, wherefore the only conclusion to reach is that it was a *Bluenose* foul.

Attempted Race, Wednesday, Oct. 31st

A light north wind, accompanied by spats of rain, met the racers as they maneuvered around the line on Wednesday morning. Things didn't look promising for a race within the time limit of six hours, but the Committee decided to try it, and signaled the following course: From start to Inner Automatic (a run before the wind of 6.3 miles), thence to and around Shut In Island bell buoy (a close

reach of 11.3 miles), thence to and around the Outer Automatic buoy (a quartering run of 9 miles), then back to the Inner Automatic buoy (a long and short leg of 6.4 miles), thence to finish (a beat of 6.3 miles). Total distance 39.3 miles.

The start was dead before the wind, *Bluenose* crossing the line 30 seconds after gunfire, and *Columbia,* at the leeward end of the line, 10 seconds behind her. A luffing match developed on the run to the Inner Automatic, with first one boat ahead, and then the other.

The wind had hauled into the north-northeast, making the next leg a close fetch, which was slow work in the 6-knot breeze. *Columbia* steadily increased her lead under these conditions, and rounded Shut In Island bell buoy with a nice margin of 3 minutes and 20 seconds.

On account of the shift in the wind the next leg was dead to leeward, the worst point of sailing for schooners. Both boats rolled sluggishly along, with little change in position, until finally, at 2 P.M., the Committee wisely called it off, as it had been evident for some time that neither boat could possibly finish within the time limit.

Second Race, Thursday, Nov. 1st

There was a snappy 12-mile breeze blowing out of the northeast on Thursday morning, with a cloudy sky and a distinct drop in temperature. The weather sharps predicted plenty of wind—and they were right, for as the race progressed, the breeze increased to 20 knots or better, and gave the racers just the conditions all had been hoping for.

Both boats carried all their canvas as they maneuvered around the starting line, and the Committee signaled the same course as on Monday. The wind being in the opposite quarter, conditions were just reversed, the first two legs being broad reaches for a total distance of 12.7 miles, the next leg of 9.6 miles was a dead run before it, and the last two legs were dead to windward, a total of 39.8 miles.

Starting honors for the third successive time went to Captain Walters, who shot *Bluenose* over the line 27 seconds after the gun, and at the weather end of the line, Pine following 13 seconds later at the leeward end. *Bluenose* was in a splendid position, getting the offshore puffs first, and quickly opening up a nice lead. Pine, on *Columbia,* seeing his rival getting the best of the wind, eased over into *Bluenose's* wake in an effort to break up her wind. *Bluenose* held a bit high of her course, and in so doing went inside of Lighthouse Bank buoy, thereby distinctly violating the sailing rules as amended following the mixup on Monday, the following instructions having been given to both skippers: "Competing vessels shall pass on the seaward side of any buoy indicating shoal water, or the aproach to shoal water," etc., etc. *Columbia,* by keeping outside the buoy, was unable to get on her rival's weather, and *Bluenose,* being the first to get into the stronger breeze outside the harbor, lengthened out the gap until at the first mark, the Inner Automatic buoy, she had a clean lead of 1 minute 49 seconds.

As both boats hauled up a bit on their course for the Outer Automatic, they began to feel the full force of the wind, which had increased to a good 18 miles. They boiled along at great speed, with everything drawing, and *Columbia* heeling distinctly more than *Bluenose.* Positions were unchanged on this leg, and both swept around the mark and squared away for the run to Sambro. But when the official times were announced it was found that *Columbia* had picked up 20 seconds on the reach, a complete reversal of form over her showing on Monday, when *Bluenose* had easily outreached her.

It was wing and wing on the leg of 9.6 miles to Sambro buoy, with the wind holding strong and true, and the sea gradually making up. *Bluenose* rode the seas without any noticeable roll, while *Columbia,* in direct contrast, rolled long and deep, dipping her main boom in the water numerous times, and once or twice shipping water over the lee rail. Though well astern, *Columbia* kept up on *Bluenose's* weather quarter, evidently trying to cut her wind, and though barely apparent, seemed to be gaining slightly. And she was. For after both had rounded the mark and trimmed flat for the long beat home, the radio from the *Patriot,* the official Committee boat, announced that *Columbia* had gained another 9 seconds, being then 1 minute 20 seconds behind.

Immediately on rounding, Walters lowered his foretopsail, but Pine held on to his for some fifteen minutes, finally lowering it when he became convinced it was doing more harm than good. Neither boat attempted to carry the big fisherman staysail with which they had been buried in the first race.

Both boats, smashing into it, stood inshore on the starboard tack, evidently looking for smoother water and an offshore slant. As on Monday, *Columbia* was holding higher, but in the stronger breeze was not footing as fast as her rival. After 30 minutes' sailing, being well inshore, *Bluenose* stayed

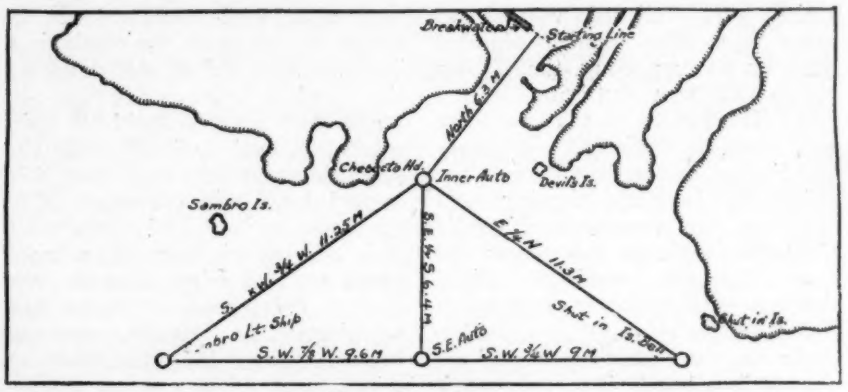


Chart of the Course.

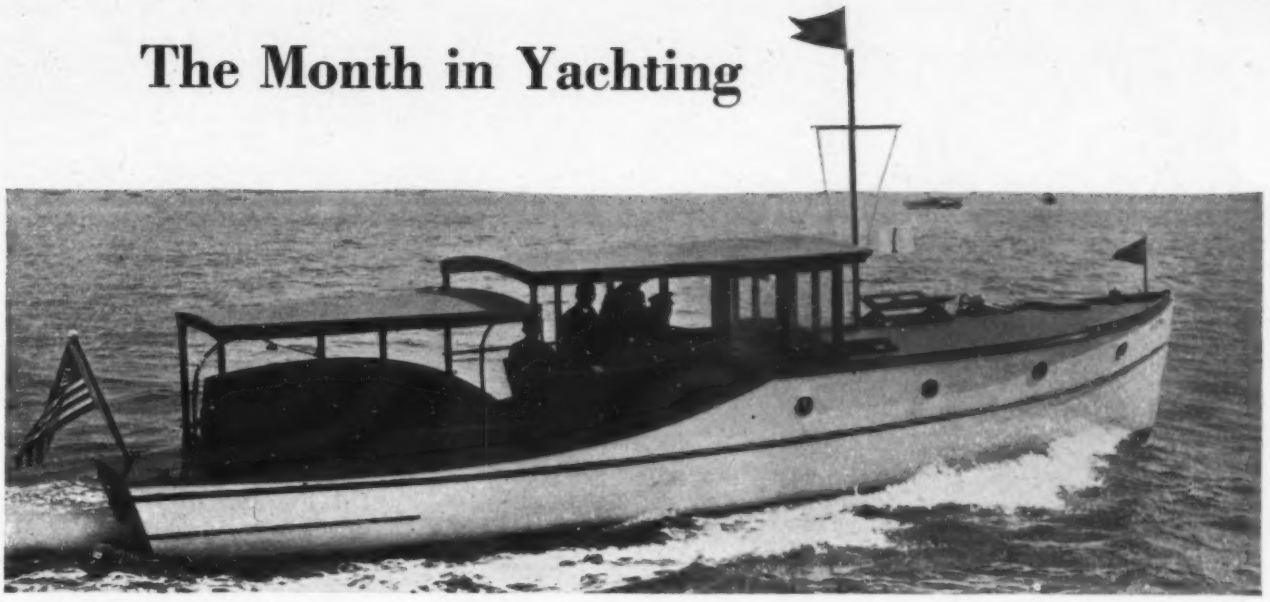
to port, and *Columbia* followed.

For almost an hour both boats held the port tack, *Bluenose* nearer shore in smoother water, but seemingly with less wind, though it was blowing a full 20 knots where *Columbia* was. Whatever the reason, *Columbia* was now footing faster and drawing out ahead, though well to leeward. Neither could fetch the next buoy, which they had to leave to port, and by the time *Bluenose* tacked to starboard to have a shot at it she was in a better wind, and holding her own again. *Columbia,* a half mile astern, also tried it, but failed to make it.

From that point on, it was a series of tacks all the way up the harbor to the finish, with *Bluenose* either holding her own, or gaining, on each board. Though *Columbia* was quicker in stays it did her little good, and it soon became evident that, barring accidents, *Bluenose* would again romp home a winner by a good margin. It was puffy and shifty as they worked up the harbor, first one boat being favored, then the other—but *Bluenose* kept on gaining until she finally swept

(*Continued on page* 371)

The Month in Yachting



Starlight, a 38-foot power cruiser which won four long distance races last Summer. She is owned by W. H. Sterling, of New York, and is powered with a Series E Scripps Motor.

The Disqualification of Three Class Q Boats in the Mackinac Race

The Chicago Yacht Club Race Committee's ruling disqualifying John P. O'Rourke's Q Class sloop *Intruder*, of Jackson Park, as the winner of the Chicago-Mackinac Race, as told in the last issue of YACHTING, stands as final. At a special meeting of the Lake Michigan Yachting Association, called together for the special purpose of considering the appeal made by O'Rourke, the officers found that because of a technical error made in the appeal, they were unable to review the case.

It might be well to state that no party to the controversy desired a review more than the Chicago Yacht Club's Race Committee, who felt that in view of the evidence there could be but one decision, and that would be confirmation. As late as three days previous to the meeting called by the parent yachting body, a special board of directors' meeting of the Chicago Yacht Club was called in the hope that they could in some way find a loophole through which O'Rourke could emerge with the cup and prizes and still satisfy all parties concerned. The following is the case in a nutshell:

Before this season's racing began, the Chicago Yacht Club Race Committee notified every yacht owner that the rule would be strictly enforced which requires a yacht to be remeasured once every two years. This matter was followed up vigorously and in the instructions to skippers in the Mackinac Race the notice read:

Measurement—It is desired that all yachts entered be measured by or under the direction of the official measurer of the Chicago Yacht Club, but if this proves impossible, the certificate of the measurer of the yacht club from which such yacht is entered will be accepted. In any event the right is reserved to the Race Committee to have any yacht remeasured.

Before the start of the Mackinac Race, those yachts on which measurer's certificates had not been received were allowed to start only upon the promise of each owner to furnish the certificate immediately after the race.

Finally on Aug. 25th, a month after the race, no certificates having been received, the Committee sent notices ordering all of the "Q" class sloops to be remeasured. September 7th was set as the final date for the measurements.

The "Q's" *Virginia, Spider* and *Nabob*, of Chicago Yacht Club, and *Intruder, Jackson Park II*, and *Chaperon* of Jackson Park Yacht Club, were the yachts notified.

The date of Sept. 7th was set with the approval of the Jackson Park Yacht Club measurer, and definite dates arranged for the boats to be weighed.

The committee allowed three weeks more to pass, however, and final action was not taken until Oct. 1st, at which time new measurements had been received from only the *Virginia, Nabob* and *Spider*. None of the others had furnished certificates.

The Committee's Action was announced on Oct. 2nd, as follows:

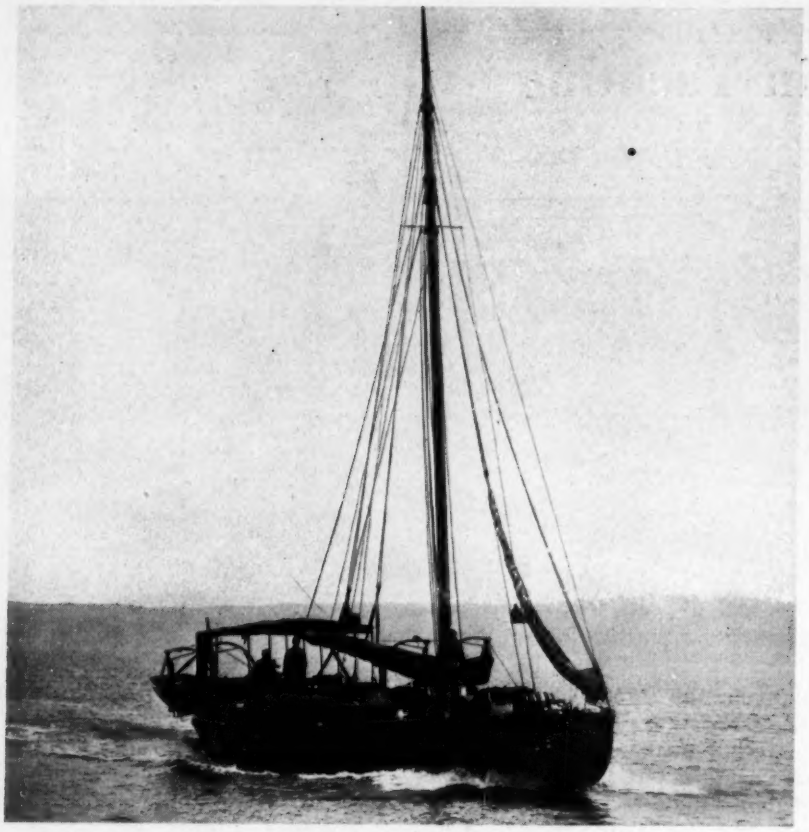
The yachts *Intruder, Jackson Park II*, and *Chaperon* are disqualified for failure to file with the Race Committee proper certificates of measurement and for failure to comply with the order for remeasurement.

The result of the measurements of the Chicago Yacht Club "Q's" showed that *Nabob*, which finished ahead of *Virginia*, measured out of the class and had to concede *Virginia* enough time allowance to make *Virginia* the winner on corrected time. *Spider* is also said to have measured out of the class.

In a race of mixed classes, sailed on measurement, it is obviously necessary to have correct measurements of those boats that start. The Regatta Committee certainly is not justified in awarding prizes to such boats as fail to furnish correct measurements, or any measurements certificates at all. It is high time owners of rating yachts woke up to the fact that it is as necessary to know what their boats measure and to furnish such measurements as are correct beyond a shadow of doubt. If they are going to play the game, let them play it as it should be played. It is not right to put the distasteful task of disqualifying boats up to a regatta committee after a race has been sailed just because owners have failed in their obligations.

Starlight, a Big Prize Winner

Long-distance racing seems to be coming as popular among power



Acushla II, once a famous racer, now an auxiliary in which her owner, Wendel Andreas, cruises from 8,000 to 12,000 miles each season. She is powered with a 24-27 H.P. Standard engine.

boat owners as it is among sailing skippers and there are many events of this character that have been sailed during the summer. It is not often that one boat has the luck to win as many events as the *Starlight*, owned by W. H. Sterling, of Bergen Beach, N. Y. This boat is 38 ft. in length by 9 ft. 10 in. beam, and is powered with a Series E Scripps Motor. She finished first in four long-distance races in New York waters this summer, the longest course being 200 miles in length. The following are the events:

Jamaica Bay to Poughkeepsie and return—200 miles—race under the auspices of the Allied Boat Clubs of Jamaica Bay.

Bergen Beach around Governors Island and return—42 miles—under the auspices of the Bergen Beach Yacht Club.

Fifty-mile ocean race of the Tamaqua Yacht Club, Sheepshead Bay, New York.

New York to Rockland Light race of the Hudson River Yacht Club.

A Six-Meter International Match for Next Year

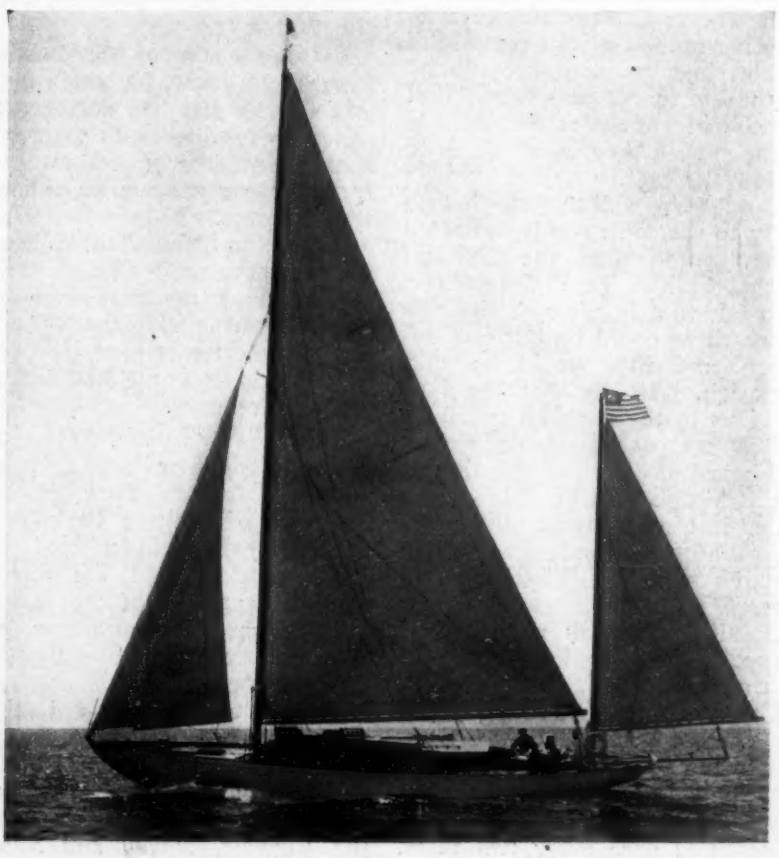
I hear the British have sent notice that a challenge is on the way for another race next year between teams representing Great Britain and the United States for the British-America Cup. C. Sherman Hoyt, captain of last year's team, has received a cable to that effect. The race, of course, will be sailed in 6-meter boats, but whether the challengers will bring three or four is not yet known. Under the agreement governing this trophy the races are to be sailed alternately in United States and British waters, irrespective of which country holds the cup at the time.

It seemed on the return of our team this year as if there might not be a challenge from England until 1925, but with definite assurance of a race for 1924 we'll have to get busy and get a team together.

Old Friends in New Garb

We wonder how many of the readers of YACHTING will recognize in the picture on this page of the auxiliary with the abbreviated rig a famous racing sloop of just a few years back. While there is nothing in her present rig to recall the tall sloop that for several seasons was a big prize winner, a close look at her hull will tell the story to those who never forget a boat's form. She is, she must be, the old *Acushla II*.

Right you are! She is the old Hanley 50-footer that formerly made racing history on Long Island Sound and in New England waters.



Amida, one of the season's new jib-headed yawls. She is owned by E. R. Behrend and was designed by C. D. Mower. She is 52 feet long over all.

Tota, a 35-foot runabout designed and built by the Consolidated Ship Building Corporation for use in South America. She makes 32 miles per hour.

And it is pleasant to note that her present owner keeps her up befitting her glory and her pride. She is still a fine-looking yacht, though designed before the days of the Universal Measurement Rule, and she makes a fine comfortable power boat with an auxiliary rig. She also drives easily with her 24-27 H.P. Standard motor, and her present owner, Mr. Wendel Andreas, of Hackensack, N. J., cruises in her yearly from 8,000 to 12,000 miles, which is some cruising for any kind of a boat.

Acushla II is now in commission the year round, in Canadian or Florida waters, or somewhere in between.

It's good to see such craft keeping their grip on life by reason of a conversion such as this. *Acushla* was built in 1898 at Quincy, Mass., by C. C. Hanley. She is 65 ft. long over all and in her long career has had many owners.

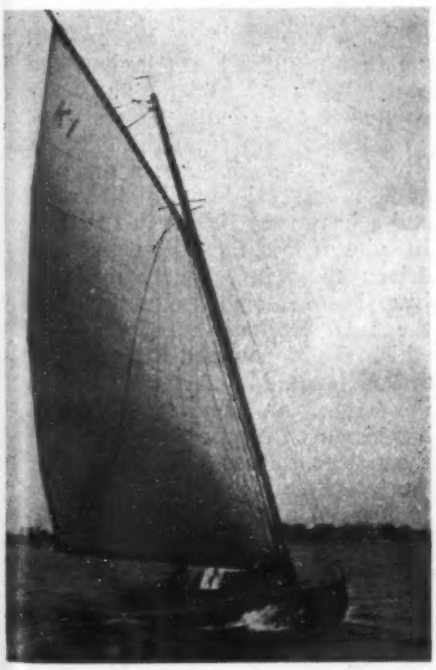
Two Remarkable Catboats

Two boats that have attracted more than usual attention at Toledo and Detroit this past season are the catboats *Helen I* and *Helen II*.

These boats were built to the restrictions of the Inter-Lake Y. A. catboat class, which has competed for the famous President Taft Trophy for the past fourteen years. A remarkable fact about this class is that it has never been found necessary to amend the restrictions since they were adopted back in 1909. Upward of one hundred boats have been built in the class, and it is not an unusual sight to see 20 to 30 starters in a single race.

Helen I, during the season of 1922, won the Taft Trophy for the Toledo Yacht Club, also the club championship. During the season 1923 she sailed in the club-owned boat class of the Edison Boat Club, Detroit, skippered by Commodore Ross and A. M. Gibson, capturing the championship of the Detroit River Association and the Inter-Lake Y. A. for this class.

Helen II, a new boat this year, built to replace *Helen I*, has had a remarkable season, winning 15 first and 2 seconds out of 17 races. She won the series for the New Richardson Trophy, which replaces the Taft Cup; Championship of the Inter-Lake, and Championship of the Toledo Yacht Club. *Helen II* was sailed during the season just past by Rudolph and Richard Luedtke. Both the *Helens* were built by them. The building of these boats was undertaken by them primarily to revive interest in small catboat racing, and apparently this has been accomplished, as several new boats are under way at Toledo and Detroit for next season's racing.



Helen I, winner of the Taft Trophy 1922.

Helen II, winner of 15 firsts out of 17 starts.

A Fast Runabout for South America

Notwithstanding that the production of a great many Florida Sea Skiffs for Autumn delivery has taxed the Consolidated Ship Building Company's facilities in their small boat building department, the *Tota*, whose photograph is shown at the top of this page, was designed and built for the H. L. Dougherty Co. *Tota* is a 35 foot by 7 foot V bottom runabout, to be used for fast service in South American waters. The power plant consists of a 225 horsepower Sterling engine, which drives this carefully designed and finished hull at a speed of 32 miles per hour.

On account of the need of protection against worms in tropical waters over 300 pounds of sheet copper completely covers the under water body, from keel to a point 3 inches above the water line. With this additional weight the speed *Tota* makes is remarkably good.

American Power Boat Association Changes Rules

AT a meeting of the A. P. B. A. held in New York City, Oct. 25, and attended by delegates from most of the clubs affiliated with the Association, a number of changes were made in the rules that should prove of great benefit to the sport. The following is a brief summary of action taken at the meeting:

Cruiser handicapping rule changed to the following: Rating equals 2 times area of cylinders divided by area of midships section plus 25.

$$R = \frac{2\ A\ N}{M\ S} + 25$$

This change eliminates the troublesome question of revolutions from the rule.

Minimum rating of express cruisers changed *from* $7\frac{1}{2}\sqrt{L\ W\ L}$ *to* $8\frac{1}{2}\sqrt{L\ W\ L}$.

Gold Cup race changed from three heats of thirty miles each on three days to three heats of thirty miles each, all on one day with not more than one hour between heats.

Provision that boats shall be started by means of the dropping of a flag instead of the firing of a gun. (Gun can be used to call attention to dropping of flag.)

Scoring of points in the Gold Cup race and other heat races changed as follows:

First boat to finish: 400 points.
Second boat to finish: 361 points.
Third boat to finish: 324 points.
Fourth boat to finish: 289 points.
Fifth boat to finish: 256 points.
Sixth boat to finish: 225 points.
Seventh boat to finish: 196 points.
Eighth boat to finish: 169 points.
Ninth boat to finish: 144 points.
Tenth boat to finish: 121 points.
Eleventh boat to finish: 100 points.
Twelfth boat to finish: 81 points.
Thirteenth boat to finish: 64 points.
Fourteenth boat to finish: 49 points.
Fifteenth boat to finish: 36 points.
Sixteenth boat to finish: 25 points.
Seventeenth boat to finish: 16 points.
Eighteenth boat to finish: 9 points.
Nineteenth boat to finish: 4 points.
Twentieth boat to finish: 1 point.

This system prevents any possibility of a tie and places more of a premium on winning a heat.

Provision was made that only the Race Committee shall be allowed on the premises used by the Race Committee during the race; refusal of owner, entrant or driver to leave, subjects boat to disqualification.

That should a boat cross the line ahead of the official start, she must immediately turn and recross the line.

The existing rules for Class races were discarded and the present rules of the Mississippi Valley Power Boat Association for Classification and Class racing were adopted in full.

Provision was made that there shall be no change in the existing rules governing the Gold Cup boats in reference to length, beam, power plant and type of underbody, before January 1st, 1927.

That there shall be no movable plates, hinge devices, steps, planes, etc., on the bottom of the Gold Cup boats and only three bilge bailers will be permitted and these of a limited size; that the decks be strong enough to sustain the weight of two men and thick enough to hold all fixtures, etc.; that the entire construction be strong, durable, seaworthy, and safely manageable. The boats must carry throughout the race all equipment required by the rules, and that hatch covers must remain closed, except for emergency repairs.

Provision that the failure of the Race Committee or other officials to carry out any details of the race should have no bearing whatsoever on the rights of any contestant or the contestant's duty to obey the rules.

That no form of mechanical super-charger shall be used on Gold Cup boat engines.

It was decided to form and to promote a new class to be known as the Development Class with the same size hull and power plant as is specified for the Gold Cup race and other restrictions the same as for Gold Cup boats, with the exception that there shall be no restrictions as to type of underbody and that planes, steps and other devices may be used and super-chargers and other devices may be employed.

The establishment of a 21-foot class, displacement runabouts, to be limited to 335 cubic inches, five-foot beam, and with other restrictions exactly similar to Gold Cup boats, was decided upon. Commodores Harry B. Greening, Hamilton, and Col. Thos. A. Duff, Toronto, presented a trophy to the American Power Boat Association for this class.

Provision was made that all protests in reference to the eligibility of boats, crews, etc., shall be made in advance of the race or as soon as discovered.

That should any person take any controversy arising from the interpretation or application of the rules into court that he shall be liable to disqualification from all future racing.

A change was made in the Fisher-Allison Trophy Deed of Gift providing that the piston displacement of the motor be reduced to 1075 cubic inches and that the race may be held, if so desired by the local race committee, in three heats of fifty miles each on the same day.

A change in the Deed of Gift governing the N. A. E. B. M.'s International Trophy, which will henceforth make competition for this trophy open to boats of any type of 25 to 32 feet in length by 5 foot 6 inch beam, powered with motors of 822 to 1700 cubic inches.

The officers elected for the following year are as follows:

President, F. R. Still
Secretary, W. D. Edenburn
Treasurer, Ira Hand
Measurer, H. A. Parsons
Timer, Henry Sampson, Jr.
Surveyor, F. W. Horenburger
Chairman Advisory Technical Committee, Arthur J. Utz

Lightnin, an Attractive Fast Cruiser

The picture on the contents page, which shows an unusually attractive little 42-ft. express cruiser, is of the *Lightnin,* owned by Ward Wickwire of Buffalo. The boat has been used on Lake Erie and Lake Ontario throughout the summer and has been through some pretty strenuous weather. Mr. A. F. Vars in describing a trip with the *Lightnin* this Fall tells how the boat behaved under unusually strenuous conditions. She started on a fishing trip from the Niagara River for Port Rowan, a distance of 90 miles, and found a stiff wind and a heavy sea rolling in the lake. In spite of this, the little vessel was driven the whole ninety miles in just short of eight hours, running the two Sterling Sea-Gulls with which she is powered at from 800 to 900 R. P. M. After fishing all the afternoon, they started back, but hit an obstruction, which broke the rudder, so that they had to steer her into Port Rowan under the two engines. Upon examination, it was found that the rudder was broken short off, knocking a hole in the bottom of the boat, which had to be repaired temporarily from the inside.

(Continued on page 368)

A Plea for the Roller Reefing Gear

By R. PARMENTER

IN the scant two years that it has been my good fortune to live upon the Atlantic coast, two years spent in those salty ports, Provincetown and Nantucket, I have seen many yachts and sailed on several. That these yachts should differ from their English counterparts in form of hull and rig is not strange, for the waters cruised over by the Atlantic coast yachtsman in the summer differ sensibly in character from those upon which his English cousin disports himself (and all to the advantage of the former).

But apart from these major differences of hull and rig which have always existed and probably always will exist, and are determined by circumstances over which men have no control, there are also to be noticed minor differences of fittings, of details of rigging, of general layout, etc., and it is for the purpose of making two of these details of rigging, the roller reefing gear and the roller jib, better known to the American sailing, and particularly cruising, man that this article is written.

The stability of a yacht is practically constant, varying through small limits, perhaps, when laden or light, but to all intents and purposes a fixed quantity. The power of the wind, on the contrary, is a variable, varying not only from day to day but from hour to hour and minute to minute. This variable force is exerted against the sails which, having a non-augmentable stability to back them up, must consequently be made smaller as the wind force increases; and this little job of reefing is one of the most boresome operations connected with handling a sailing vessel. Done in quiet water at anchor or at a dock it is merely an uninteresting time-consumer; done at sea, at night, on a lee shore, it may be a very difficult business.

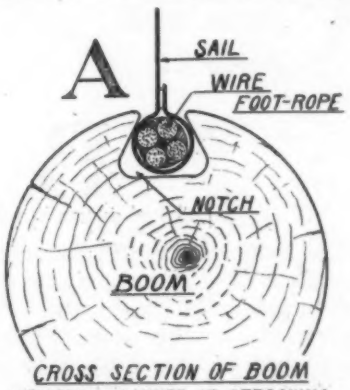
But even then the worst of it has not been told, for before this tiresome (or dangerous, as the case may be) pastime is indulged in certain preliminary maneuvers must be gone through. Before a reef can be taken by the archaic method employed generally among us, the boom must be brought aboard. If the vessel is sailing *very* close to the wind this *may* be done without altering course. If she be reaching or running free the sail must be lowered or the boat's head brought to the wind, or both.

How many times have you started on a long run before a light breeze? Presently you notice that the old ship is heeling a bit and smoking through the water at a clip that makes your heart sing and your conscience easy for the cost of that superfluous coat on her sides. Another hour and she has added another knot to her speed and the lee rail is under more minutes than it is above. But here comes the end of your run to leeward, and after rounding the point yonder you are faced by a good stiff thresh to windward. The puffs are vicious ones now and the bay is full of whitecaps. You can't lug all that sail to windward and not take the sticks out of her, so a reef has to be taken. If you can get a lee under the point, then nothing but a loss of time results. If you can't, you may have to bring your vessel to the wind, take sail off her, lose ground, time, temper, a finger-nail or two, and even perhaps your boat if there happens to be an obliging lee shore near. If you had reefed early this wouldn't have happened, you mutter. Also you'd have made a lot slower time, for you didn't need a reef while you were still running free.

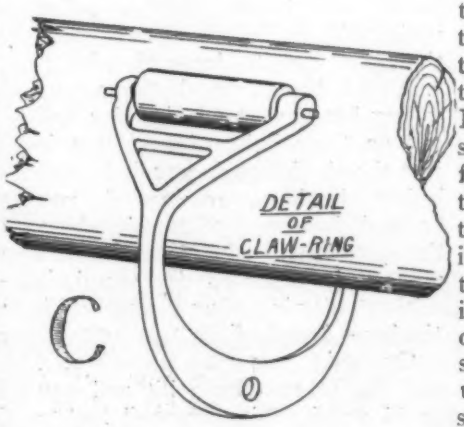
So if there be a method by which a sail can be reefed *in any position of the boom*, and if, furthermore, it can be reefed in not over two minutes from start to finish of the operation, and if that method can be applied to any sail that has a boom whether there be a gaff to it or not, it seems to me it is one which will be just as valuable on this side of the Atlantic as on the other.

Is there such a method or device?

There is. It is the so-called roller reefing gear, invented (and I believe patented) by our English cousins, and I have endeavored, by the aid of the following crude sketches, to give an idea of its *modus operandi*.



CROSS SECTION OF BOOM
INDICATING MANNER OF ATTACHING
FOOT OF SAIL



The principle involved can be briefly stated. To shorten sail the boom is rolled round and round, rolling the sail upon it in exactly the same manner as a window shade. This is accomplished as follows: In the foot of the sail a wire is sewn which fits, in the manner indicated in A, into a notch cut to receive it along the boom. The diameter of the foot-rope being greater than the opening at the top of the notch, the sail is tied to the boom as efficaciously as if it were nailed thereto, and when the boom is rolled the sail must roll up around it. It can only be detached from the boom by unbending from the mast hoops and gaff lashings and pulling it out of the after end of the notch. The exact reverse of this process is used when the sail is bent.

Now, let us examine sketch B to find out how this rolling is accomplished. Beginning at the mast and working aft we observe that the gooseneck is the same as in any ordinary boom. Then comes a very short section of the boom, not over two inches long, which we will call section I, and which connects with the main portion of the boom, section II, by the roller pin, a stout pin turning in a bearing which is mortised into sections I and II. Section I being held rigid by the gooseneck, section II can evidently revolve freely, thanks to the roller pin. But this free revolution must be controlled and to accomplish this an iron plate of, say, ⅜ inch, called the boom plate, is fastened to the immovable section I. The purpose of this plate is solely to serve as the support of the pawl attached to its upper edge and to transmit the strain on the pawl to section I.

Opposed to the boom plate and attached to section II is the gear, a toothed wheel revolving against the face of the boom plate as section II turns on the roller pin. This revolution is stopped at will by means of the pawl which when engaged in the gear makes of sections I and II a rigid whole exactly like the ordinary boom. The rolling of the boom is effected by means of the rolling handle which also works on the gear, but the actual details of which are not essential to an understanding of the device as a whole, and, in fact, usually differs with each make of gear, those in use on larger vessels often consisting of a worm and gear instead of the simple handle shown in the sketch.

The boom, of course, must be perfectly smooth and the topping lift and end of the main sheet are made fast to a swivel in the after end of section II, as indicated.

Coming from the traveler, the main sheet is made fast to the boom by a device known as the claw ring, shown in diagram C. It consists of a metal forging shaped like a double claw at each extremity of which is a wooden roller. The distance between these rollers being considerably less than the diameter of the boom, the latter cannot pull free from the claw ring but can still freely revolve, the claw ring riding up over the sail as it rolls on the boom.

It will be asked what becomes of the mast hoops as the sail rolls up. There are several ways of taking care of this. A lacing may be used for the lower part of the sail up to, say, where four reefs would about come. Or detachable hoops may be used that can be unsnapped as the grommet comes to the boom, or you can do what I always did, leave off the bottom three hoops altogether and have snap hoops at the fourth and fifth grommets. On a cruiser you will never notice the difference if you set your luff up good and taut, but on a racer, of course, it would not do.

So much then for the technical description. Let us see now how to put in a reef. If at anchor the sail should be hoisted first, if under way it already is set, so we may proceed. The throat halliards are cast off and held firmly either by one hand or under a foot or with a single turn just so they can be slipped slowly. The peak halliards are not touched. The pawl is slipped into the gear and slacking away with the halliards with one hand the other "pumps" in a reef by means of the rolling handle. When the desired reduction of sail has been made the throat halliards are made fast again, that is all.

I might have added that the lacings (or mast hoops as the case may be) that will be involved in the operation are removed before starting to "roll," and the topping lift set up just snug.

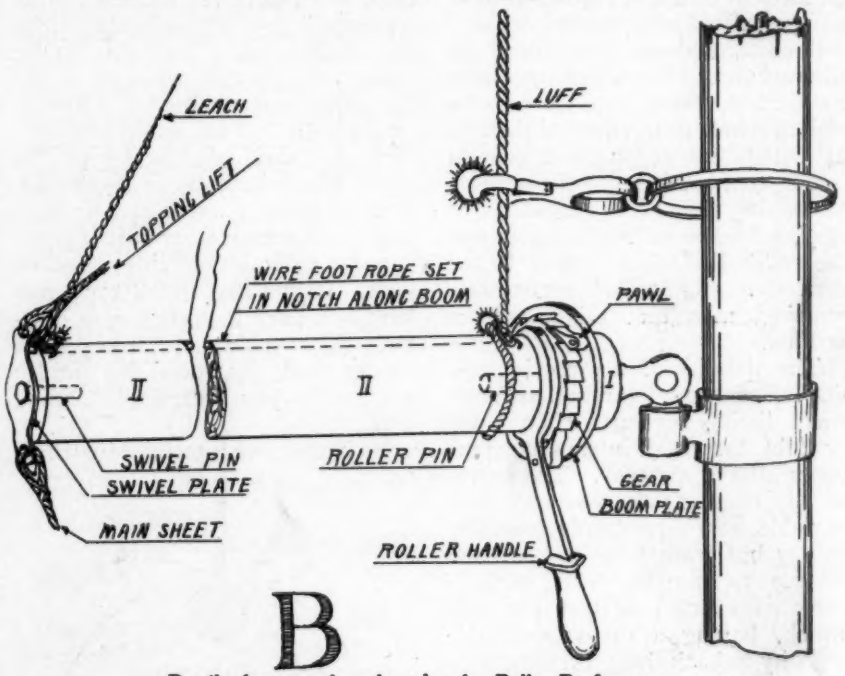
To shake out a reef is incredibly simple. The pawl is disengaged and the throat halliards hauled taut. Just that and nothing more. Doesn't sound possible, does it? The lacing or the hoops are put back and there you are.

For small reductions of sail corresponding to one or two ordinary reefs the peak halliards need not be slacked away, as the gaff bridle takes care of the altered angle of gaff due to reduction in luff and leach. For larger amounts the peak halliards are slacked away a little with the throat halliards.

Now, let us take a couple of very common situations and see what benefit you'd get from a roller reefer. Take the one already mentioned, a run to leeward with a wholesail breeze on that point of sailing but too much wind for full sail on the windward beat that is just ahead. What do you do? Just before hauling your wind you "pump" in a reef of two in about the same length of time as it takes me to write the words and you do it *without altering your course, with the boom broad off.*

Or again, you may have reefed and the breeze dies a bit and you could stand a bit more sail but to shake out that reef requires effort and getting the boom aboard and perhaps more lost time than if you lugged your insufficient sail to your destination. The "roller reefer," however, simply disengages the pawl, gives a lusty haul to his throat-halliards, slaps on his hoops and the job is done.

This article is not taken from someone else's say-so, nor is it a deduction from theory. I speak whereof I know, having cruised single handed in a 26-foot sloop over a good part of the south coast of England, and no single device could have saved me so much hard labor and contributed as much to my enjoyment and even safety as that reefing gear. It has been a great puzzle to me why it has never been used in this country and it is my hope that this article will awaken interest not only in this particular device but in the subject of labor saving devices in general. The English have gone a long way beyond us in making cruising, and especially single handing, easier, and if the Editor will permit, I will describe another of their stunts, the roller jib, in a later article.



Detail of gooseneck and ratchet for Roller Reefing gear.

Launch of Large Diesel Yacht

We hear that the ocean going Diesel yacht *Vanadis*, designed by Cox & Stevens for Mr. C. K. G. Billings, was successfully launched on November 15th and will be turned over to her owner soon after the first of the year.

Vanadis is said to be the largest Diesel yacht yet built, being 240 feet long, and having 1800 H.P

Gulfweed

A Little Cruiser Designed Especially for the Amateur Builder

By JOHN G. HANNA

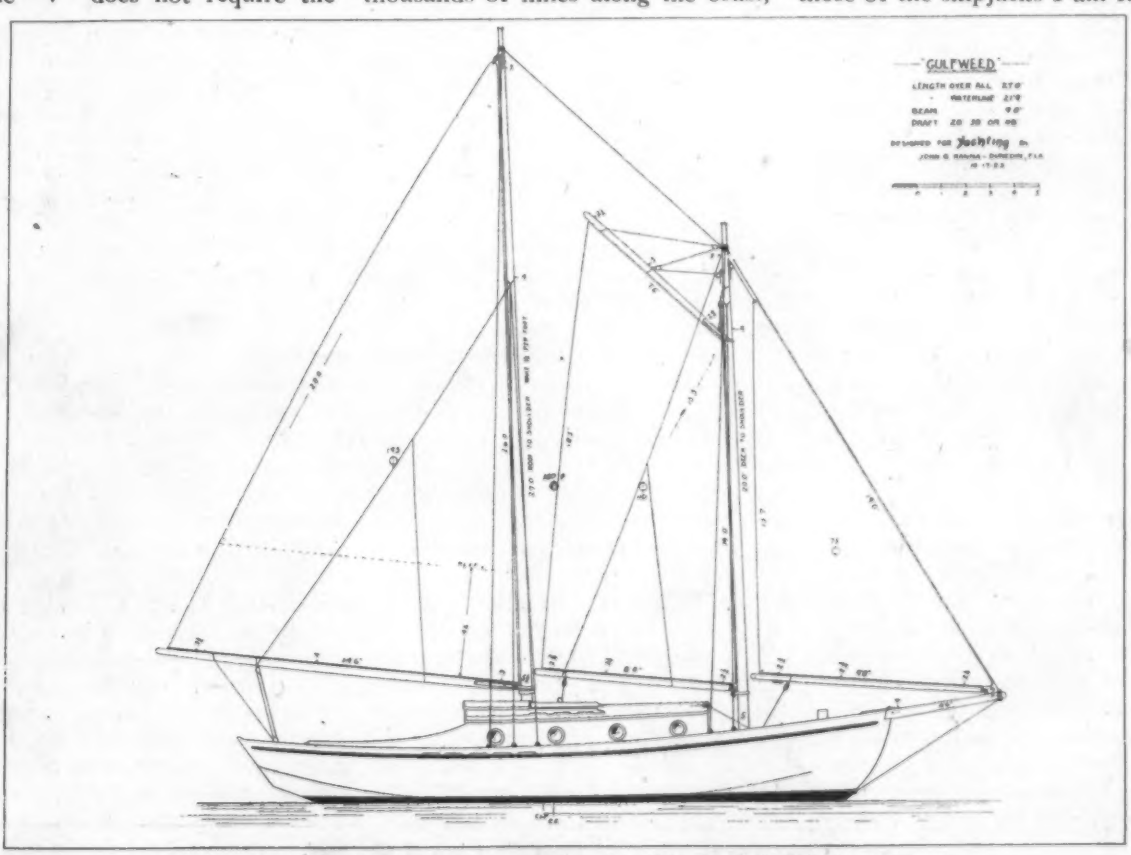
WHEN one accepts an order to design a boat for a certain man, the task is easy. The owner specifies the size and type of boat he wants, and all the designer has to do is get 60 feet of accommodations in 40 feet, and twice the speed with half the power to be expected. But when the order is for "a small auxiliary cruiser for amateur builders," one is adrift on a sea of trouble with mast gone, engine broken down, and no land in sight. What does "small" mean, for instance? Judging from my own building experience, I think 30 feet overall is the very most that should be attempted by one who can build only in his spare hours, attending to a regular occupation meanwhile. If one can keep well within that limit and still get a very practical boat, so much the better. So I decided on 27 feet overall length.

Then came the question, what type of hull? Not much argument there, for nine out of ten amateur builders will not touch anything but a V-bottom job. As a matter of fact, the professional builder can build a round bilge hull in less time, but the "V" does not require the skill in certain details of the art the round does, and it avoids the bugaboo of the steam box, so probably it is the easier job for the amateur.

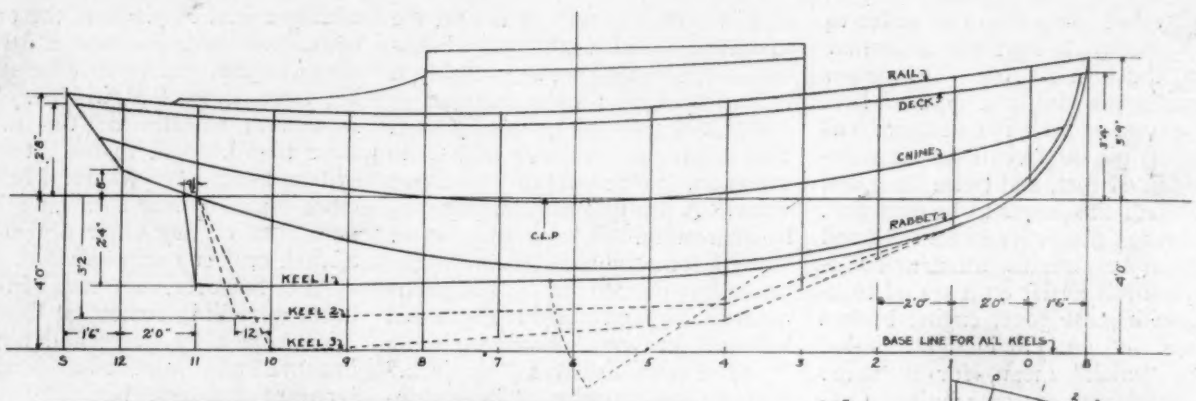
But that does not settle anything. The V-bottom is capable of infinite variation. What kind of "V" do we want? A dip into past history may be interesting. A hundred years or so ago somebody down on Chesapeake Bay pushed out the bottom of a flattie skiff and called it a diamond bottom. In time that was variously modified and called a "skipjack." Nobody knows why. These skipjacks were developed into boats of remarkable weatherly qualities, fast with moderate sail, dry and easy going, and, with various local names and minor modifications, have been a standard type along the south Atlantic and Gulf for generations.

Some 23 years ago Capt. Thomas Fleming Day, then editor of the *Rudder*, with the collaboration of Larry Huntington and C. D. Mower, got out plans for a 25-foot skipjack arranged as a shoaldraft cruiser. In 1901 Capt. Day had a boat built from these plans, named *Sea Bird*. In the next ten years he sailed her thousands of miles along the coast, adding a keel in place of the original centerboard, and later a 3 H.P. Knox engine, and in 1911 he sailed her clear across the Atlantic. The wonderful abilities of the model were thus brought to the attention of boat lovers everywhere. I believe more copies of *Sea Bird* have been built than of any other design for a small cruiser ever published.

Also, however, hundreds of other boats were built somewhat like *Sea Bird*, copied by guess and bigosh, improved and bedeviled to death by ignorant builders, but they were neither *Sea Birds* nor skipjacks and their faults brought undeserved condemnation on the original models. I feel certain that the true skipjack form is the best that can be devised for a small sailing craft, and so I have followed it faithfully. It has the additional merit that it requires less twist in the planking than most V-bottom hulls, and a sharply twisted plank is a harder building job than a steam bent frame. As compared with *Sea Bird*, *Gulfweed* has a little deeper V-bottom, a little more flare in the topsides, higher freeboard, and a bow and stern like those of the skipjacks I am familiar

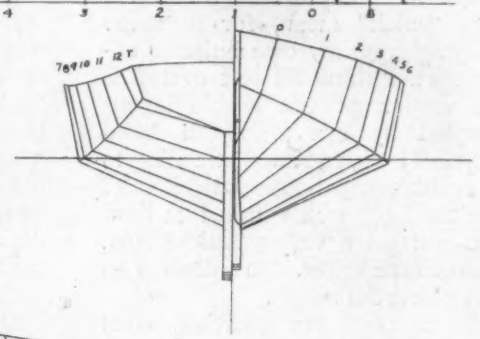


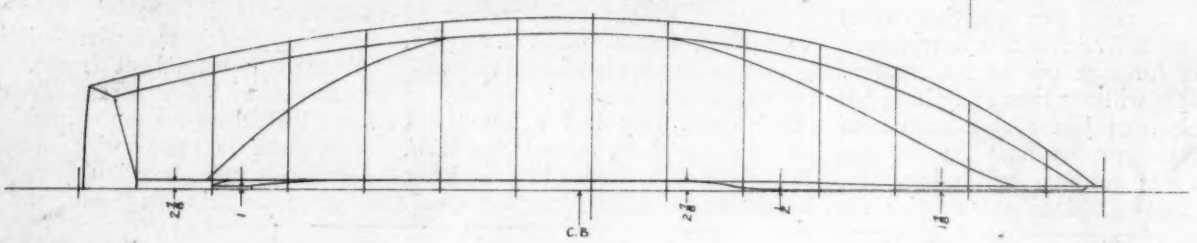
Sail plan of *Gulfweed*, a little 27 ft. over all cruiser designed particularly for YACHTING readers. This and the following articles will tell how to build her.

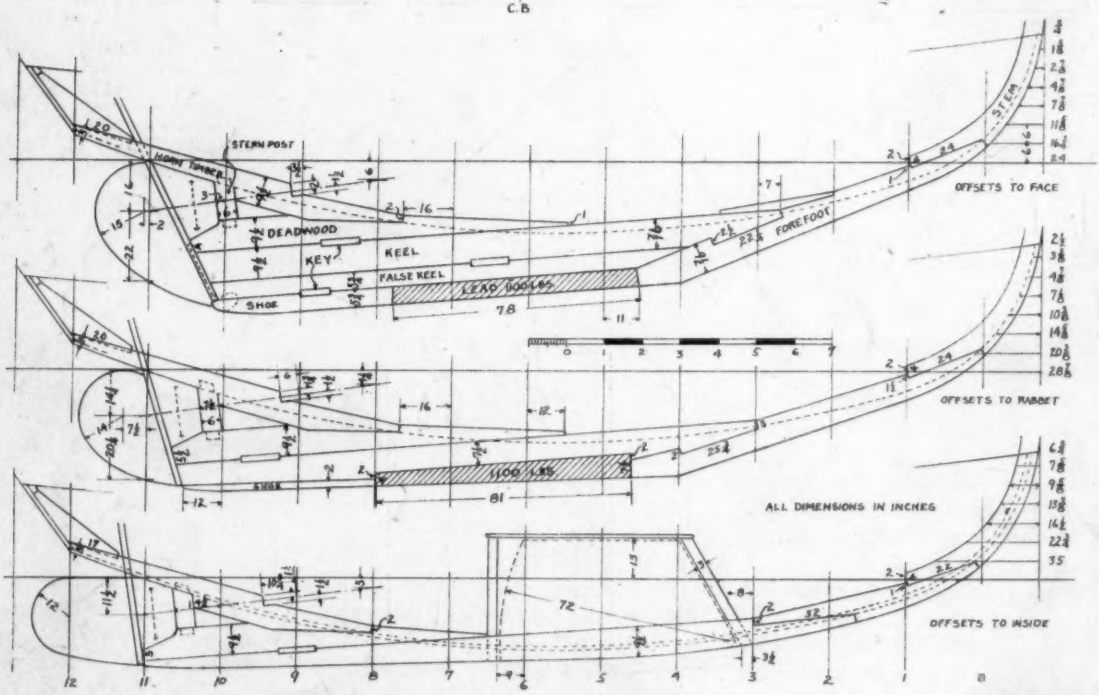


OFFSETS TO OUTSIDE OF PLANKING IN FEET, INCHES AND EIGHTHS

½ BREADTHS	STA.	0	1	2	3	4	5	6	7	8	9	10	11	12	T
	DECK	1-1-5	2-4-2	3-2-4	3-8-7	4-2-4	4-5-0	4-6-0	4-5-6	4-4-3	4-1-7	3-10-1	3-5-4	2-11-6	2-8-0
	CHINE	0-8-3	1-10-0	2-8-0	3-3-5	3-8-7	3-11-7	4-1-0	4-0-6	3-11-3	3-8-7	3-5-0	3-0-3	2-6-4	2-4-5
	RABBET	0-1-7	0-1-7	0-2-1	0-2-3	0-2-7		STRAIGHT		LINE					0-2-7
HEIGHTS	DECK	7-1-1	6-9-6	6-6-0	6-4-3	6-2-3	6-0-6	5-11-6	5-11-0	5-10-6	5-11-0	5-11-6	6-1-0	6-3-0	6-4-6
	CHINE	5-8-0	5-2-0	4-9-1	4-5-0	4-1-6	4-0-0	3-11-0	3-11-1	4-0-0	4-2-1	4-5-6	4-10-1	5-4-2	5-6-3
	RABBET	4-7-4	3-6-2	2-11-3	2-7-0	2-3-5	2-2-0	2-1-7	2-3-0	2-5-7	2-10-3	3-4-2	3-11-4	4-8-0	4-8-0
	KEEL 1	4-4-6	3-3-0	2-8-6	2-3-7	2-0-7	1-11-0		STRAIGHT			1-8-0	1-8-4		
	KEEL 2	4-4-6	3-2-7	2-6-5	1-10-6	1-3-0			STRAIGHT			0-10-0			
	KEEL 3	4-4-6	3-2-7	2-5-2	1-7-3	0-10-0		STRAIGHT			0-0-7	0-0-4			







MEASUREMENTS FOR LAYING DOWN KEELS

"GULFWEED"

DESIGNED FOR Yachting BY
JOHN G. HANNA – DUNEDIN, FLA.
10-17-23

Lines, table of offsets and frame dimensions of *Gulfweed*.

with on the Gulf of Mexico, instead of the sharply turned-up plumb stem and long stern overhang of *Sea Bird*. These are minor matters, however. Anyone building to these plans may be certain of having a boat of thoroughly proven merit, a long established model of known capability—not an experiment.

So far all right, but we are not in sight of land yet. The next question that perplexed me was, does the amateur builder want a keel or a centerboard craft? The original skipjack in its native habitat is always a centerboarder. Against this we have Skipper Day's testimony that his boat was more satisfactory with a keel. But local conditions in many places from New Jersey clear down to Mexico often leave a boat owner no choice but the board. I decided to play no favorites, but draw plans for building the boat either way. Then for good measure I threw in an intermediate type, with enough keel to sail very well any way but dead close hauled, and still of very moderate draft. Perhaps this will be the best choice for the man who can use his boat only for week-ends, and has no time to waste beating to windward in a calm anyway. It will do better under power than the deep keel, sail nearly as well, and offers more room in the cabin than the centerboard type. The latter has the advantage that it will be fastest, under sail or power, because having less wetted surface to drag, and will have the easier motion. The deep keel is emphatically the best choice if you have deep water and want the maximum of sailing ability.

The difference of opinion about rigs is so violent that it goes without saying a designer of a boat for the general public is supposed to provide several different sail plans to suit all hands. Here is a composite schooner rig, now becoming so popular, and in succeeding installments we will publish sloop and ketch plans. Don't ask me which is best. The best one for you is the one you like best. The sloop will probably be the fastest, but that need not concern you. This boat is a cruiser, not a racer. In other words, a boat to be used for pleasure alone, not for the acquisition of silver cups and hard feelings. As Arthur Hildebrand says in his book, *Blue Water*, "Cruising is more than a sport; it is a means of travel, a manner of living, an attitude toward life." I have no patience with those who bleat about the "inefficiency" of two-mast rigs for small cruisers. What has one-half of one per cent. more or less efficiency got to do with your enjoyment of wind and water and life on your own boat? If so great a designer as Herreshoff learns, from 30-foot models he sails, lessons of value in designing his great cup defenders, why should not a young man who hopes to own a schooner like *Wildfire* or *Queen Mab* some day begin now to learn the traits of such a rig on a boat within his present means? Skipper Day's boat had an "inefficient" two-mast rig, and also a notable ability to make fast passages. So I say, if you like the schooner or ketch rig, use it, and if any efficiency hound finds fault with your choice, don't argue with him—simply tell him to go where McGinty went, if you don't mind being rough on McGinty.

Cabin plans will appear in the course of this story, but as suggestions only. One never sees two homes furnished in precisely the same way, and a cruiser's cabin might just as well be the expression of the individuality of the owner. So alter my arrangements to suit the number in your family, the size of your feet, the length of your cruises, and any other personal factors. But please stop your alterations there. If you want a larger or smaller boat, get the plans of a larger or smaller design. If you must change this one, don't build on a rear addition, or jam six feet into her midsection. Change in strict proportionality, and have the designer check your plans (which will be cheerfully done without charge) before you start work. Don't try to get six feet headroom in this hull. Four and a half is the limit for good looks. If you simply must have six feet headroom and six berths in a 27-footer, hunt up some other design. The trick can be done, but not in a hull of moderate displacement, easy to drive and easy to build. At this time I happen to own a 28-foot ketch with four berths and twice as much room as in *Gulfweed*. But she displaces over five tons and would cost about three times as much to build, while *Gulfweed* could sail circles around her.

Perhaps an explanation of the name I selected will be of interest. Those of you who have crossed the Gulf Stream know what gulfweed is—a floating bunch of leaves and berries of a cheerful, golden brown color, that is born in the Gulf and floats out on the Stream, voyaging to all the shores of the Western Ocean. It is a tireless cruiser if ever there was one, and a good symbol for a cruising boat. The plans of this boat were drawn on the shore of the Gulf and its appearance frankly copies that of the Gulf skipjacks. The similarity will be complete when (and of course if) boats built from the design appear in far-away ports. Anyway, the name is brief and simple, and has an agreeable salty flavor, so needs no further excuse.

Be it clearly understood that *Gulfweed* is a sailing craft, first and always. She is not a 50/50 combination power and sail boat, and if you wish to depend mainly on power, it would be better to seek some other design. This hull will drive easily at moderate speed with very little power, but it cannot be pushed to ten miles an hour. My choice for my own use would be a single cylinder, two-cycle engine of heavy duty type, 4½ inch bore by 5 inch stroke or thereabouts, usually rated 4 or 5 H.P.—a Palmer, Mianus, Lathrop, Bridgeport, or similar type. With this I would use a one-way clutch, to permit the propeller to turn freely when sailing. There would be no need of reverse gear, as the engine runs equally well either way. My choice would be further influenced by the compactness and simplicity of this outfit and consequent freedom from care. However, the engine space allowed under bridge deck is liberal, and many suitable four-cycle engines can be installed.

The two-cycle engines mentioned will turn a 16 x 16 propeller to 600 r.p.m. Select a four-cycle that will do the same, because catalog horsepower ratings vary so widely that they mean little. A neat installation would be the Barber twin-cylinder V-type engine, as it occupies no more fore-and aft space than a single cylinder, and shows less vibration. One of the so-called 9-15 H.P. four-cylinder, four-cycle engines on the market—Universal, Niagara Special, Fay & Bowen Gobest, and Red Wing Baby Doll—might also be used. It would extend into the cabin a little way, but could be covered by a removable box serving as galley table. Of course these engines do not develop 15 H.P. except at very high speeds with propellers too small to be effective on this boat. Probably a 16 x 14 wheel would be most satisfactory with such an engine.

The foregoing remarks cover all matters of general interest. What follows is addressed to those who have decided to build the boat. It

will take up the various construction steps in order, with such explanation and direction as may be helpful to the builder. I shall not attempt to explain the generalities of boat building—such matters as cutting a rabbet, fitting a plank, calking a seam, that are common to all boats. What's the use? They have already been explained a hundred times in the magazines. The April, May, June, 1921, issues of YACHTING carried a good how-to-build article by S. S. Rabl. Books on boat building may be obtained from YACHTING's book department. It is probable that most builders will have some previous knowledge of boat building, or some boatbuilder friend who will show them the way over the rough spots. Five minutes of personal show-you-how is worth five pages of tell-you-how. Consequently my remarks will be limited to details of special importance on this particular job.

The conventional how-to-build story starts with a list of the tools needed, so here goes. Get a good oil-stone, and all of the common wood-working tools, and another oil-stone, and borrow some more tools and several oil-stones from your friends. First learn how to use an oil-stone right and then use it often. Sharp tools mean good work and fast work. Dull tools mean a slow botch job. Be sure you have a ten- or twelve-inch back saw, sometimes called a mitre saw. It is indispensable for accuracy on many close fittings, tenons, bevels, and joiner work. The ordinary hand saw has its place, but it is not a precision tool.

And—if you will excuse me for startling you with a radical departure from conventional instructions—get a motor driven bench band saw. Such a machine, complete with motor, ready to plug into any electric light socket, can be bought for $100.00. It takes no floor space, being intended to bolt to one end of your work bench. The cost of the small amount of current used is inconsequential. It will cut up to 6-inch stock if fed slowly, and will cut planking as fast as you can feed accurately. When your boat is done the machine will be practically as good as new and readily salable for $70 or more, thus making a net outlay of $30 or less. I call that a cheap price to pay for saving the worst drudgery of boat building and finishing the job a couple of weeks earlier.

The first step in boat building is drawing the lines full size on the floor. It is unfortunate that so many amateurs have the idea that they can save time by not doing this, by building directly from plan measurements. If any time could be saved, why would all the large boat building concerns spend thousands of dollars on special floors for laying down full size lines? Depend on it, any time you save by not laying down lines will be lost a hundredfold in trying to make inaccurate parts fit. Measurements from a small scale drawing cannot possibly be exact. An insignificant inaccuracy on a small drawing may mean an error of an inch on the full size boat.

In this boat laying down is dead easy, for you only have three lines to fair—deck, chine, and rabbet. Fairing means that when you have laid down the offsets, or distances from center or base line, on the section lines at right angles to center, and set a light nail at each point, you are to bend a pine batten around the nails. Most likely it will not touch all nails. Then use your eye and your judgment in moving certain nails in or out until the batten meets all in a perfectly fair curve.

Thereafter disregard my table of offsets and draw your body section lines by your own offsets, measured to the corrected nail holes. You will then have a full size plan for absolutely accurate frames, to which the planking will fit as sweetly as a kid glove. It is ghastly to watch a wood butcher planking a boat with inaccurate frames. He hacks off something from those too wide, and nails on a lath to pad out those too narrow, and the final result looks like something that cannot be described in a refined magazine. He fancies himself a smart boatbuilder because he can build a boat without "wasting a couple of hours drawing lines on the floor." Yes, he can, but wotta boat, wotta boat!

The same remarks apply to the keel framing plans I give. I have saved you a great deal of work by figuring out the approximate dimensions for all parts, but the figures are guides for making a full size drawing, not for cutting your lumber. They must be checked and corrected on the floor. I assume that the 6 inch x 10 inch lumber you get will be actually 5¾ inches x 9½ inches when planed on all sides. It usually is, but finish dimensions vary in different parts of the country. Check this at your local lumber yard and make the keel on your drawing the actual size of the lumber, altering other dimensions as required. If thicker or thinner than 5¾ inches, draw the rabbet line on your body plan to the actual thickness.

With the laying down and fairing completed, you are ready to begin building. Next month I will give construction plans and discuss the framing of the boat. There will also be a sloop sail plan and a cabin suggestion.

(To be continued)

Bayview Y. C. Plans Long Distance Race

Ever since that hard-sailing wind-jamming organization the Bayview Yacht Club of Detroit was formed, back in 1913, it has always favored long distance racing.

Most of its long distance races in the past have been held over a triangular course, laid out on Lake St. Clair, and measuring 68 miles, which is sailed during the night. This year the first race created so much interest that a second race was sailed the latter part of the season, over a reversed course.

After the finish of the last race, and for some time afterward, the skippers talked nothing but long distance racing. It was at one of these talk fests that it was suggested that the next race be from Port Huron to Mackinac.

It came about this way. Com. W. G. Sheehan and Com. Harry Kendall were standing on the dock talking about long distance racing in general when Com. Sheehan happened to see Com. Sheldon Clark of the Chicago Yacht Club among the crowd and the thought came to him instantly that the next race should be from Port Huron to Mackinac. So, at the last meeting of the club, the proposal of this race was put before the club in a form of a motion and was carried 100 per cent. by the members.

The race will be started about the same time that the Chicago skippers start their race from Chicago to Mackinac, in order that both fleets may reach the Straits about the same time.

Full details in regard to time of starting and prizes will be published at a future date.

The annual election of officers of the Bayview Club was held November 6 with the following results: Commodore, W. G. Sheehan; vice-commodore, Dr. Wm. A. Wilson; rear-commodore, P. C. Williamson; rear-com., H. A. Breadon; secy. & treas., K. Behringer; cor. secy., E. L. Kurtzwarth.

Side view of the dining room of the new Lincoln Park clubhouse of the Chicago Yacht Club.

A corner in the Observation room on the upper deck of the new clubhouse of the Chicago Yacht Club.

Lake Michigan Yachting News

By ALBERT F. BAENZIGER

Chicago Yacht Club Opens New Home

UP in the Arctic Circle, only eleven degrees from the pole, are seven determined sailors, headed by Captain Donald B. MacMillan, the explorer, frozen in for the Winter aboard their ship *Bowdoin*, which flies at her truck the colors of the Chicago Yacht Club.

At the foot of Belmont Avenue in Chicago, anchored within a stone's throw of the Gold Coast, floats a beautiful structure representing the last word in clubhouse construction, which was opened on Thanksgiving Day and over which the same colors are flying.

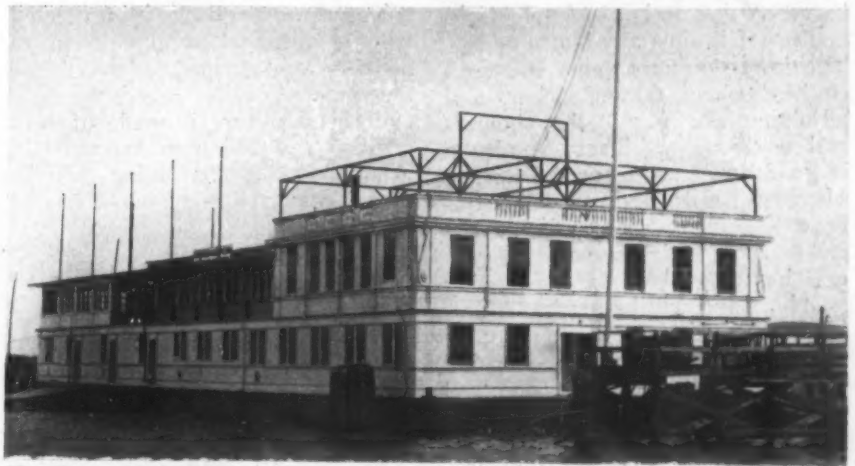
Out of the frozen north on Thanksgiving eve came a message which threw open the doors of this building when Captain MacMillan by radio dedicated the Lincoln Park Clubhouse of the Chicago Yacht Club and formally presented it for the approval of his club mates, who immediately reciprocated with a two hour program for the entertainment of the explorer and his men via radio.

It was the intention of Commodore Sheldon Clark who conceived the idea and E. F. McDonald, Jr., president of the Zenith Radio Corporation, who supervised the technical end, to carry the original message by amplification straight to Chicago. A test showed this to be impossible so telegraph wires were cleared and the message was instantly relayed by Jack Barnslee, who directs the radio station at Prince Ruppert, British Columbia, which Captain MacMillan is able to reach at all times. As the powerful station on top of the Edgewater Beach Hotel has been in constant sending communication with Captain MacMillan, the problem of sending back the Chicago Yacht Club's program was comparatively simple. This was done by connecting the microphones in the clubhouse with the broadcasting station at the hotel.

It was McDonald who installed the radio outfit on board the *Bowdoin* after convincing the explorer at a club dinner last summer that such an outfit would overcome the biggest problem MacMillan stated he would meet in the frozen regions, that of solitude. It was at this same dinner that Commodore Clark presented to MacMillan the Chicago Yacht Club flags which the *Bowdoin* flies, so it was entirely in keeping that the explorer was selected to dedicate the new clubhouse via radio.

It was an overflow crowd which turned out to celebrate the event and the new clubhouse was filled when the announcement was given through loud speaking horns that the message was about to arrive.

"Ladies and gentlemen," began the voice of McDonald from the Zenith Station, "I am just receiving a radiogram from the explorer MacMillan in the Arctic Circle, which has been relayed by telegraph to this station from radio station 9 B P at Prince Ruppert, British Columbia. He sends the following message:



The Chicago Yacht Club's new home at Belmont Harbor, Lincoln Park. It is built on a steel scow and is one of the best equipped and modern yacht club houses in the United States.

"From schooner *Bowdoin*, latitude 78.30 north, longitude 72.30 west, midnight, November 28th, to Commodore Sheldon Clark, Chicago Yacht Club. I

welcome the opportunity to dedicate the new Chicago Yacht Club's home in Lincoln Park, from this icebound region in the Arctic circle. Let the glorious colors of the Chicago Yacht Club, which now fly from the masthead of the ship from which this message is sent be unfurled above your new club house as a symbol of true sportsmanship and the progressiveness in the yachting world. I congratulate you, the officers and members, upon the completion of your plans which mean much to your city and organization. On board the *Bowdoin* everybody, including Eskimo visitors, await your evening program arranged for our benefit and in which, we can assure you, all will join in spirit if not in person."

Commodore Clark responded for the club, and after an exceptionally interesting musical program had been rendered the Commodore led the entire party in singing "Hail, Hail, the Gang's All Here." If half the spirit was carried over the radio that was contained in that song surely it will keep a perpetual smile of contentment on the faces of MacMillan and his crew for the months of their forced imprisonment.

The clubhouse which was thus dedicated is situated at the North end of Lincoln Park, in what is popularly called Belmont Harbor. It is here that most of the Chicago Yacht Club fleet anchor during the summer months to escape the dirt which sweeps over the downtown harbor off the main clubhouse.

The building is built on a steel barge 50 feet wide by 150 feet long with a 6-foot depth. It is the largest steel barge ever built in this section of the country. The steel frames of the clubhouse are fastened to the barge so that it is absolutely rigid and proof against any storm or sea. The lower deck contains 160 steel clothes lockers, 60 sail lockers and adjoining are found the showers and wash room. There is also a large dunnage room for the storage of spars, sails and miscellaneous gear. A chart room adjoins the locker room which serves as a general lounging place for the sailing members and will be used as a dining room during the sailing months for the boys while in their working togs. The steam heating system and boiler room is on the lower deck.

Outside is a landing at the outboard end of the barge, where yachts and dinghys can land and where will be found provisions for stepping spars. On both sides of the clubhouse are dinghy landings on steel brackets so arranged that in winter they can be elevated alongside the clubhouse out of the ice jams.

The main entrance of the club faces the park and the Lake Shore Drive. A wide stairway leads up

Ex-Commodore Sheldon Clark, who finishes four years of service as head of the Chicago Y. C.

to the dining room on the upper deck, which is 43 feet wide and 63 feet long and is designed to give as much as possible, the effect of a ship's cabin with the center raised in a regular cabin trunk style of a yacht, with hanging knees fitting in the columns.

The ladies will not have any kick coming, for special care has been taken in making the appointments of their part of the clubhouse as comfortable as possible. Lockers also have been installed for the storage of bathing suits, sailing clothes, etc.

The lounge or observation room is at the extreme outboard end of the upper deck and is enclosed entirely in glass on the four sides of the clubhouse, which permits a fine view of the entire harbor. Tables and desks are of old English oak, while the easy chairs are of the deep upholstered type.

The quarter deck is protected with a piratical canopy done in gaily colored stripes. An old sea blue painted canvas covers the deck and the furniture is made of split bamboo and has been arranged in groups, each group having its individual color scheme.

Jackson Park Yacht Club Elects Officers

The Jackson Park Yacht Club has elected A. A. Bennett, one of the most active veteran yachtsmen of Chicago, as its Commodore for the season of 1924. S. B. King was chosen as Vice-Commodore; Hallett A. Redmon, Rear Commodore; Edward A. Buker was reelected Secretary and Joseph F. Connell, Treasurer. Former Commodore E. H. J. Thorby, J. P. O'Rourke, skipper of the champion Q sloop *Intruder*, and F. A. Weston, together with the officers, make up the new Board of Directors.

As secretary during the past year "Eddie" Buker has proven himself the best organizer and "go getter" the club ever had. The only reason his fellow sailors have delayed making him Commodore is because no one is available for the secretary's job who has half his originality, enterprise and dynamic force. There are no half way measures about Ed. He runs the club with the same precision that he lays down a course on his good ship *Dawn*, and it might be added that there is no better navigator on fresh water than this same doughy secretary.

New Officers for the Chicago Yacht Club

The Chicago Yacht Club will have a new Commodore in 1924 for the first time in four years. Dr. William L. Baum has been elected to succeed Sheldon Clark, who has established a precedent by holding the office for four successive terms which, by the way, were the most critical years in the yacht club's history. Dr. Hollis E. Potter was selected as Vice-Commodore; Morgan L. Eastman, Rear Commodore; John M. Handley, Secretary, and Richard G. Jones is reelected Treasurer.

The election of Dr. Baum brings back to the fore a man who has always been a powerful influence for the advancement of the sailing game, and while the new Commodore has just completed the purchase of a big power yacht in the East, the windjammers expect him to be back under canvas before next season is well under way. Though Dr. Baum started sailing on Lake Michigan some twenty years ago he will probably be best remembered as the owner of the schooner *Amorita*, which he bought in 1909 and celebrated his purchase by sailing the yacht in the sixth Bermuda race. As was her misfortune in many other races, *Amorita*, while first to cross the line and establishing an elapsed time record for the contest, which still stands, lost out on time allowance.

No new comer into the yachting game has been so warmly received as Dr. Hollis Potter, Vice-Commodore. He has not only proven himself a rattling good sailor but a true sportsman as well and his purchase of a number of Class Q and R boats to keep them from going out of the club has made him very popular with the sailing element.

The growing motor boat element in the club will be represented among the flag officers of the club by Morgan Eastman, who for years, as the skipper of *Dorello*, was a

(*Continued on page* 372)

Spartan—A 15-Foot Easily Built One-Design Sloop

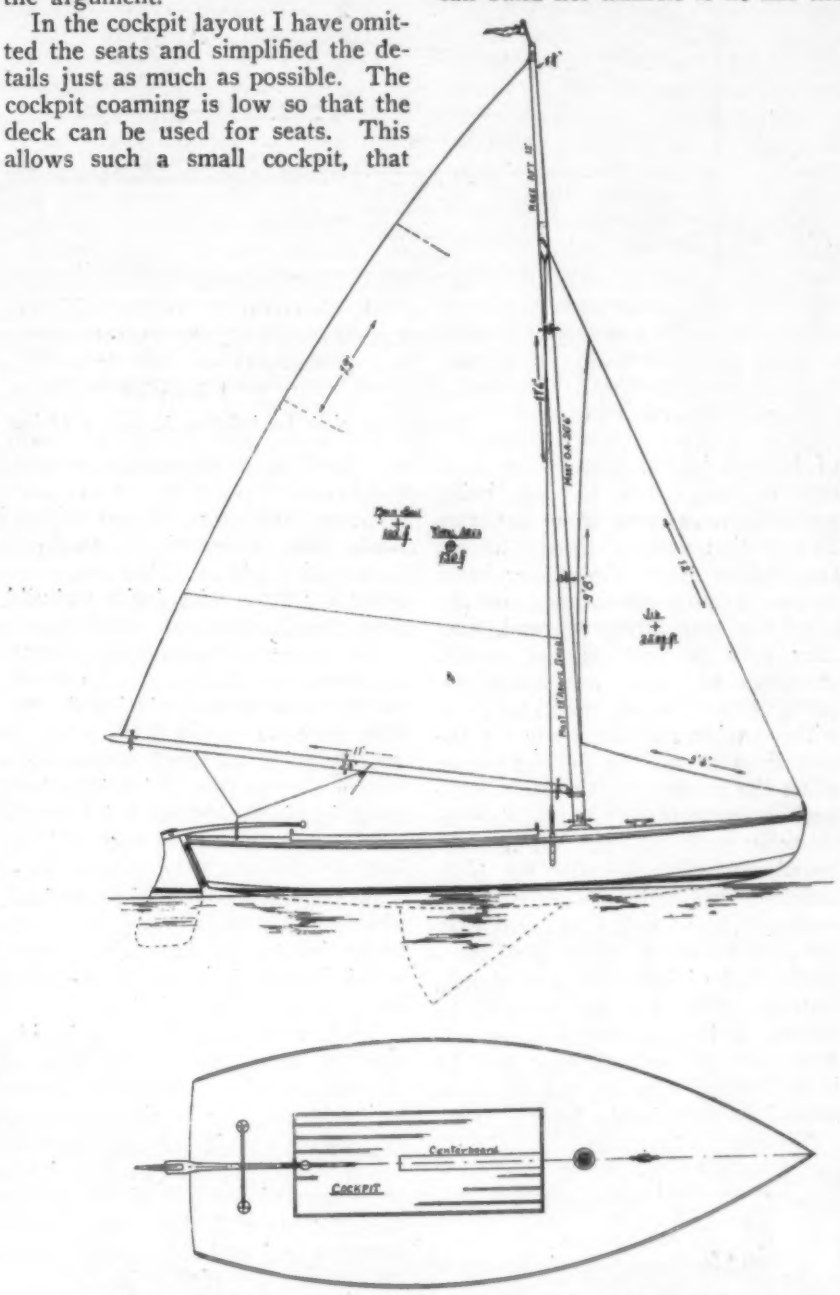
By ARTHUR E. DOANE

IT is strange how long it sometimes takes us to realize and use a good idea. Here we've been fussing and fretting along in this yachting game, trying to break past records by interesting more millionaires in the sport while the multitudes with limited means are living out their existence on land, not knowing the difference between a headstay and a belaying pin, and caring less. And all this while our sister industry is selling "Flivvers" as unconcerned as a farmer digs potatoes. Yet people never did think seriously about the automobile until its cost was placed within reach of the average man. A healthy growth was the result.

We don't like to think of a boat exactly as we think of an automobile, but the natural laws which govern them are more alike than most of us believe. The small car has been the greatest of all influences in selling the larger ones, as people must first become educated in the use of one. Why not apply the same principle to yachting? The yacht clubs themselves are the logical ones to sponsor such a movement. What a healthy growth boating would receive if every club had a one-design class which a member or possible member could enter at a total expense of only three or four hundred dollars? A boat owner is a club booster, and remember that the primary purpose of a yacht club is for yachting, not for society. Some clubs seem to have forgotten this. Many active clubs have already taken, or are taking steps in this direction.

With this in mind I have designed and developed a small easily built centerboard sloop for one design class purposes which I have called the *Spartan*. The reason why I have chosen the sloop rig is to familiarize and train the beginner in the handling of larger craft. *Spartan* is the conventional and popular V-bottom type which has a number of advantages for small boats. While beamy she does not equal the catboat in this respect. The load water line dimensions, tho, are very near the two-to-one length-beam ratio, giving ample stability for the 130 square feet of canvas. It is possible to get better balance with the sloop rig and while it divides up the sail spread I doubt whether this really adds any complications to the rig over the ordinary cat with gaff, and on the jib headed cat the mast has to be so much higher and the opportunities for bracing are so much poorer that the sloop seems to have the best of the argument.

In the cockpit layout I have omitted the seats and simplified the details just as much as possible. The cockpit coaming is low so that the deck can be used for seats. This allows such a small cockpit, that costs too much to build it is likely to be a failure. For this reason a simple and inexpensive construction has been worked out in the *Spartan* which is sturdy but is such that one can build her himself if he has the

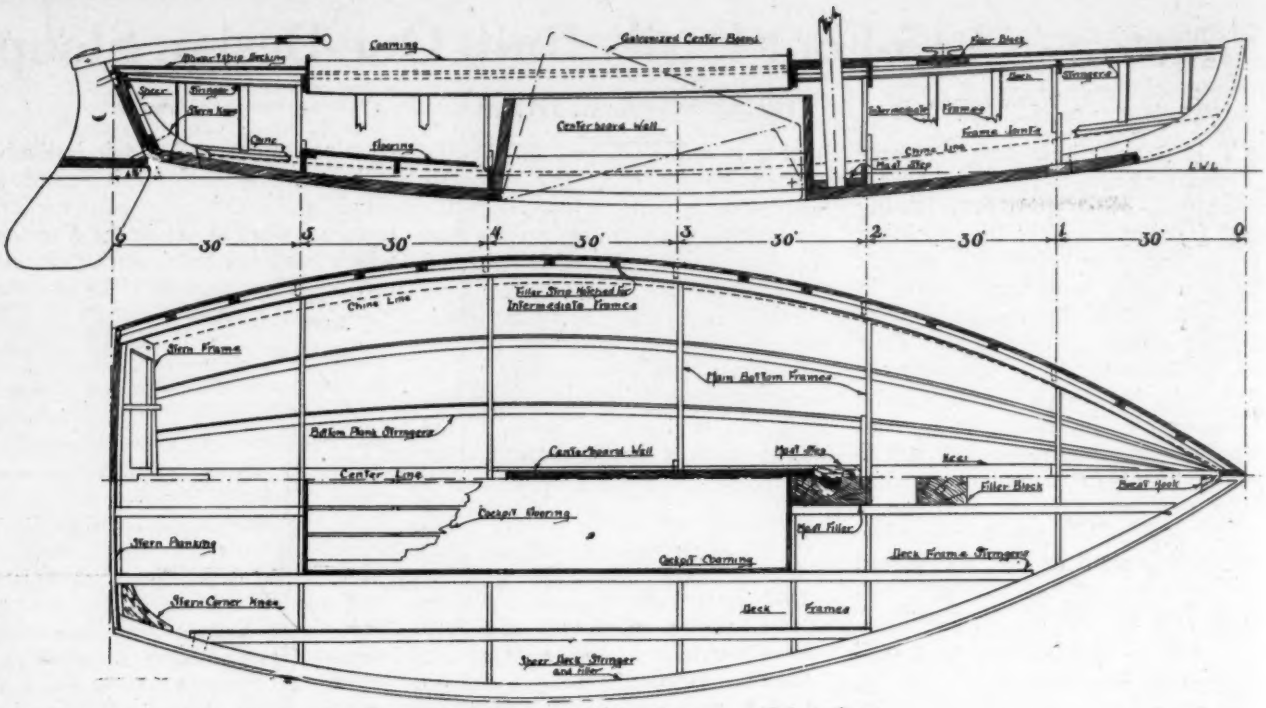


Sail and deck plan of *Spartan*, a 15-foot sloop for the beginner, designed by Arthur E. Doane.

Spartan can lay completely over on her side without water coming aboard, even in a bit of chop. A metal centerboard adds considerable stability to the natural hull stiffness, and avoids the necessity for ballast. Added safety can be had from watertight bulkheads if desired.

A small one-design class may be a success in all other ways, but if it place, some skill and the necessary tools. A club can also build and make a considerable saving in building a class by hiring a boat builder to do the work. For these reasons the method of construction is outlined here.

The first move is to draw up from the plans full size paper sections or patterns showing the shape



Construction plans for building *Spartan*, a 15-foot sloop.

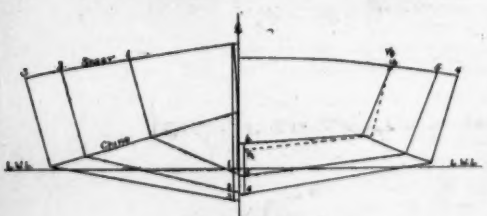
of frames, knees, stem, stern, deck beams, etc., the lumber being marked direct from these patterns. The station frames should be cut out and be given the proper bevel so as to face evenly against the planking and stringers, and then they may be laid on the section drawings and each are bolted together. This work must be done with considerable accuracy as the hull lines should be perfectly fair when the frames are in place. The keel will have to be rabbeted for the planking and cut for the centerboard, and after the stem has been beveled, rabbeted and notched for stringers, it can be bolted to the keel. Be sure to use a white pine stopwater at the joint to prevent it from leaking. The keel will have to be curved and supported at each station, but as the hull can best be built bottom side up, the supports should be sufficiently long to hold the boat at a convenient working height.

Next build up the centerboard well. The specifications, which can be supplied with working paper patterns for those who desire to build, explain this work, but take care to space the centerboard ribs correctly as shown as Station No. 3 frame fastens to these. In placing the station frames, see that they center exactly with the keel center when boring for the bolt which is to hold them in place. These bolts should be 5/16 in. diameter, well galvanized or of brass. As soon as these main frames are secured to the keel, plumb them and brace from the sheer line to the floor. The stern, which is held in place by the stern knee, must be braced also.

Tack a stringer along each side, making sure that it touches all frames evenly. As the bottom stringers are run in place they can be used to fair up the bottom. These stringers must be notched into the stem and run aft, dividing each half bottom into three equal parts between keel and chine. The chine and sheers are placed in the same manner and a filler strip is run along their outer edge, which is to be cut out for the intermediate side frames.

After these frames are secured in place the sides should be planked. One plank, or at the most two, should be used to a side. The angles of the sides and the curve of the sheers have been so designed as to take a straight plank for this upper edge. Along the chine the boards can be run over and sawed off after they are secured. Bevel this chine plank edge so as to make up even with the bottom planks, except from Station No. 1 to the stem where it is cut at right angles to the sides.

If the bottom is to be caulked, I suggest that the bottom planks be run aft diagonally from the keel so as to offer the least resistance to the water. Another method is to plank at right angles to the keel without beveling or caulking the seams, as the entire bottom is covered with a single piece of cotton drill or unbleached muslin ironed into a heavy coat of Jeffrey's marine glue. The edges are run over the chine seam and up two or three inches on the sides, being finished off with canvas tape permeated with glue. No tacks are necessary. Some people may not favor this method because they think the boat will leak and the bottom ruined if it



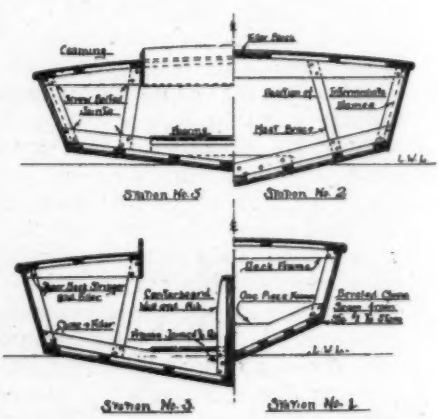
CROSS-SECTIONS

TABLE OF OFFSETS

Stamford, Conn. 4/7/25

Heights	Stem	1.	2.	3.	4.	5.	6.	Tr.
Sheer	1-7-6	1-5-3	1-3-6	1-2-4	1-2-3	1-2-7	1-4-	1-3-5
Chine	8-7	5-1	2-1	-4	-5	2-2	3-2	5-
Rabbet		-4	3-4	4-6	3-7	-7½	4-	3-
Widths	**Stem**	**1.**	**2.**	**3.**	**4.**	**5.**	**6.**	**Tr.**
Sheer		1-5-3	2-4-2	2-10-	2-10-7	2-7-5	2-.-2	2-.-3
Chine		1-2-	2- -5	2-6-	2-6-6	2-2-6	1-7-6	1-3-2

Cross section and table of offsets of *Spartan*.



Construction plans of different stations of *Spartan*.

becomes torn. But this is not the case, and prejudice against the method is disappearing.

Take the hull off the supports and turn it right side up. Then fasten the deck stringers and filler blocks in place and lay the decking athwartship. Some of the conservatives may not like this method but considerable strength is gained and some economy results. When planed down like the bottom and covered with cotton drill set in glue its surface is perfectly smooth and waterproof.

It is only necessary now to lay the two sections of removable cockpit floor, put on the coaming and fasten the sheer fender strip in place. Most of the rigging is of such a simple nature as to need no further instructions than are contained in the specifications, except to call attention to the mast track and clips on the sail hoist which take the place of hoops.

YACHTING has arranged to have paper patterns and full building specifications supplied to its readers for a very moderate figure.

DIMENSIONS

Length, O. A., 15 feet; beam, O. A., 5 feet 10 inches; draft, 5½ inches; length, L. W. L., 11 feet; beam, L. W. L., 5 feet; draft, centerboard, 2 feet 10 inches; total sail area, 130 square feet.

MATERIAL

Stem to be oak sided 1¾ in. and molded as indicated on the drawings. To be rabbeted for ⅝ in. planking, notches to receive stringers, finished to ⅜ in. face with brass stem band, and to be secured to keel with three ⅜ in. galvanized iron bolts.

Keel to be 1¾ in. by 3¾ in. yellow pine properly rabbeted to receive planking and bolted to stern knee and stem. To have ⅝ in. cut for centerboard. White pine stopwater to be used at stem joint.

Stern knee to be 1¾ in. oak shaped as shown and bolted to keel and stern center frame as indicated.

Frames. Sawn frames to be of ¾ in. oak and to be sided at stations as shown. Bottom frames at stations 1, 4, 5, and stern, to be in one piece and secured to side frames with 5-16 in. bolts without splicing. Bottom frame No. 2, in two pieces joined at keel with ¾ in. oak floor. Bottom frame No. 3, bolted to centerboard rib. Deck frames curved as shown and bolted to side frame heads in the same manner that chine joint is made.

There are two intermediate side frames between each Station which are to be notched through filler strips and secured to sheer, deck stringer and chine. These frames are to be ¾ in. by 1⅜ in. oak or pine.

Stern to be framed as indicated of ¾ in. oak spliced at joints and planked with same material.

Bottom stringers, deck stringers, chines and sheer stringers all to be of yellow pine ¾ in. by 1⅜ in., fastened to the various frames, etc., with No. 10, 1⅝ in. galvanized iron screws. Outer edges of sheer and chines to have ¾ in. by ¾ in. cedar or pine filler strips.

Centerboard well to have 1¾ in. by 2¼ in. oak end frames rabbeted to take ¾ in. by 6 in. yellow pine bed logs and ⅝ in. white cedar siding. All joints to be made closely with white lead so as to require no caulking. Centerboard to be in single piece of 3-16 in. sheet iron, shaped as indicated and given heavy coat of hot-dipped galvanizing. To be pivoted at lower forward corner with ⅜ in. galvanized iron bolt with ends gasketed on outside of bed logs.

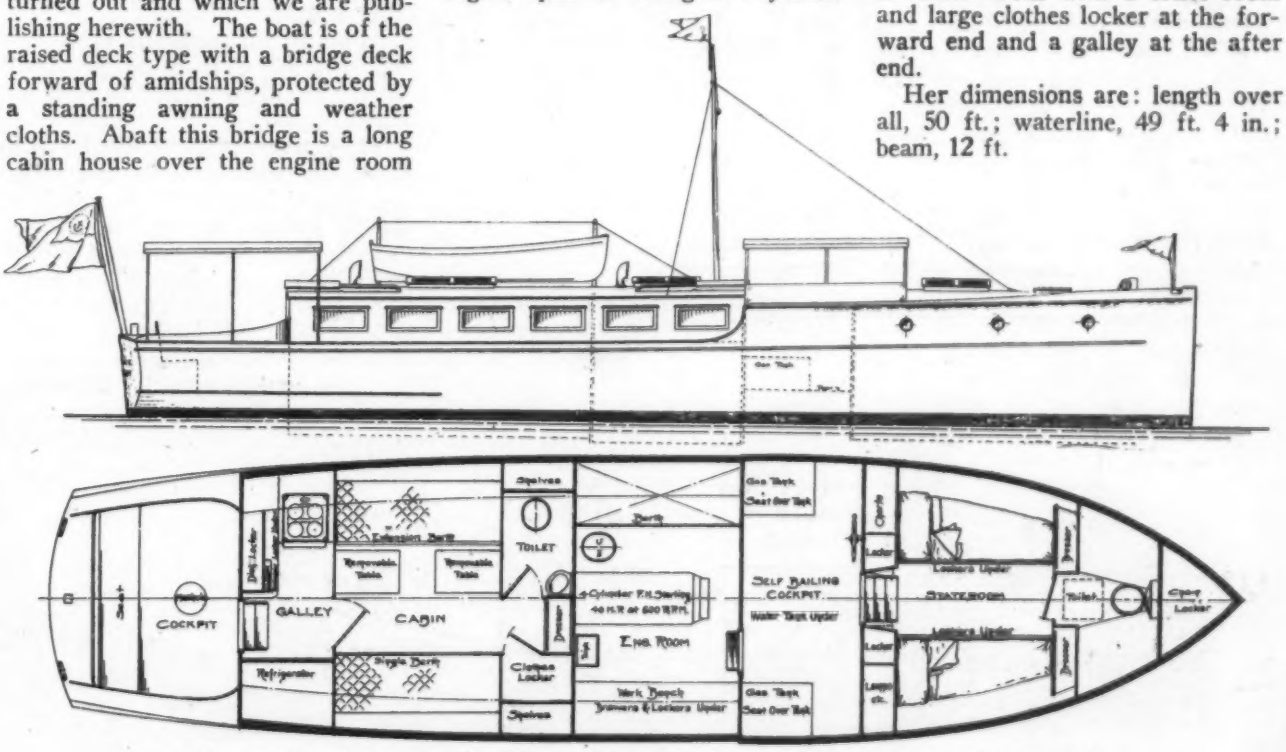
Planking to be of ⅝ in. white cedar properly fastened with heads set in and covered.

A Fifty-Foot Power Cruiser

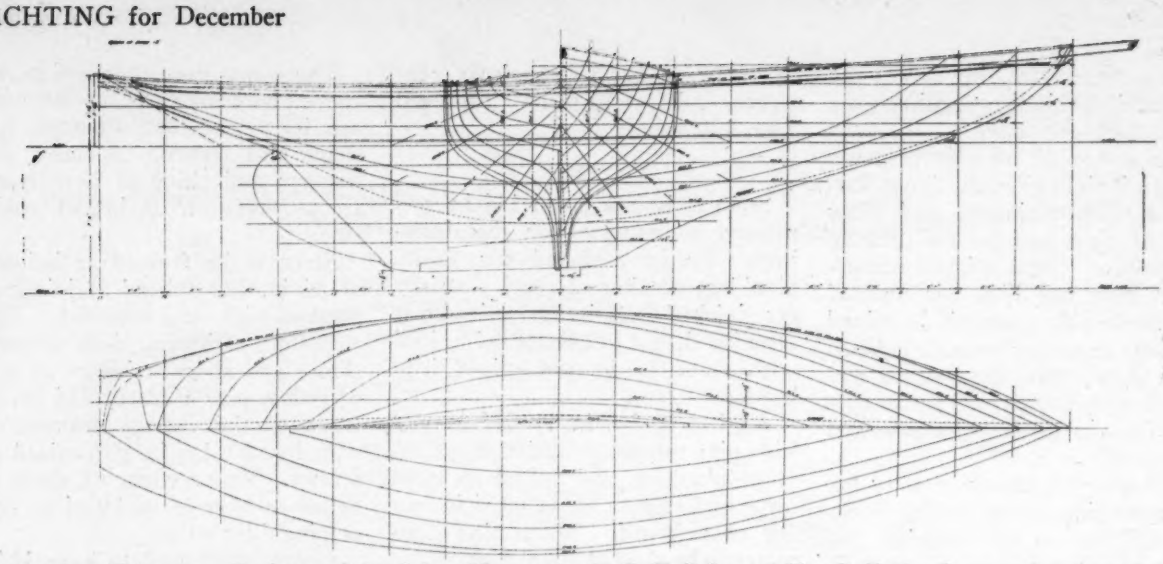
Fred S. Nock of East Greenwich, R. I., has sent us the plans of a snappy looking 50-foot power cruiser which he has recently turned out and which we are publishing herewith. The boat is of the raised deck type with a bridge deck forward of amidships, protected by a standing awning and weather cloths. Abaft this bridge is a long cabin house over the engine room and after cabin while the after end of the boat is given over to a roomy 8-foot cockpit. The sheer line is straight and the boat should be easily driven with moderate power, the engine specified being a 4-cylinder Model F. H. Sterling, rated 40 H.P. at 600 R. P. M.

The accommodation plan shows a stateroom and toilet forward, an engine room with a seven foot berth, an after cabin with a toilet room and large clothes locker at the forward end and a galley at the after end.

Her dimensions are: length over all, 50 ft.; waterline, 49 ft. 4 in.; beam, 12 ft.



Outboard profile and accommodation plan of 50-foot over all power cruiser, designed by Fred S. Nock.

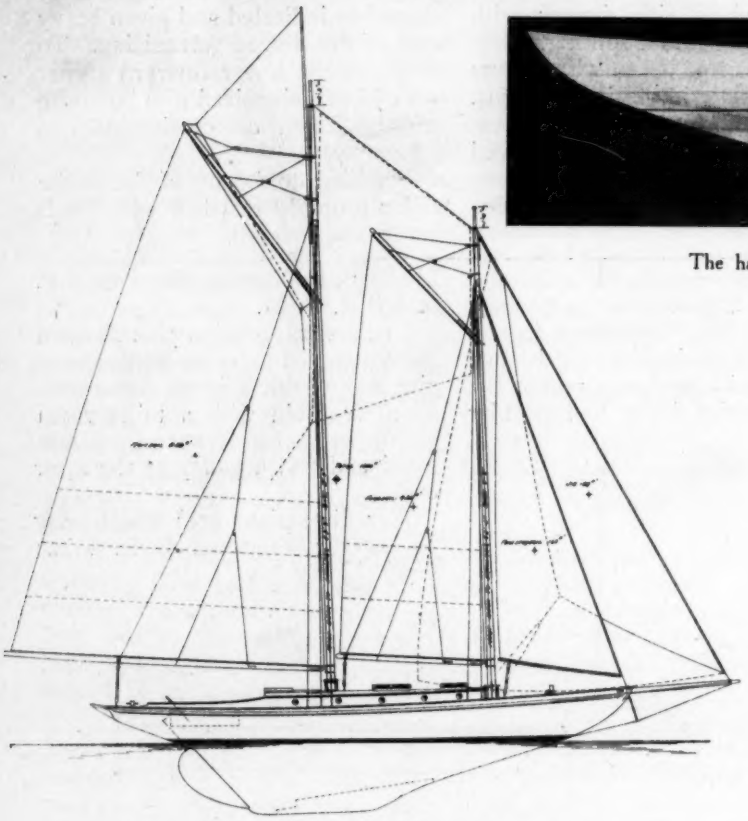


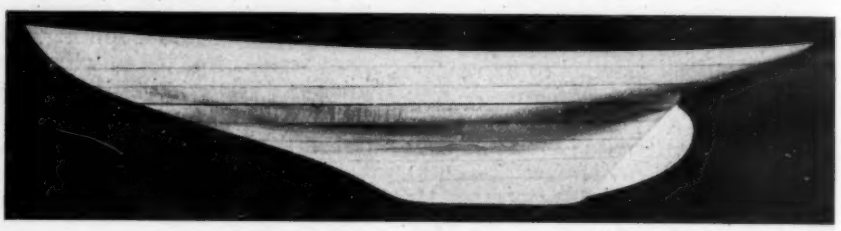
Lines of 49-foot over all schooner designed for offshore racing by B. T. Dobson of New Bedford and now under construction.

Rumpus, 49-Foot Schooner

THE accompanying plans and model photograph show an attractive little schooner, designed by B. T. Dobson of New Bedford, Mass., for his own use and now under construction at the yard of Russell Gray at Thomaston, Me.

Mr. Dobson's idea was to design a craft with as yachty an appearance as is consistent with cruising accommodations. A rather generous sail plan will assure a smart boat and one that should give a good account of herself if entered in any long distance races next summer, as she surely will be, whether it is over the Bermuda or some other course.

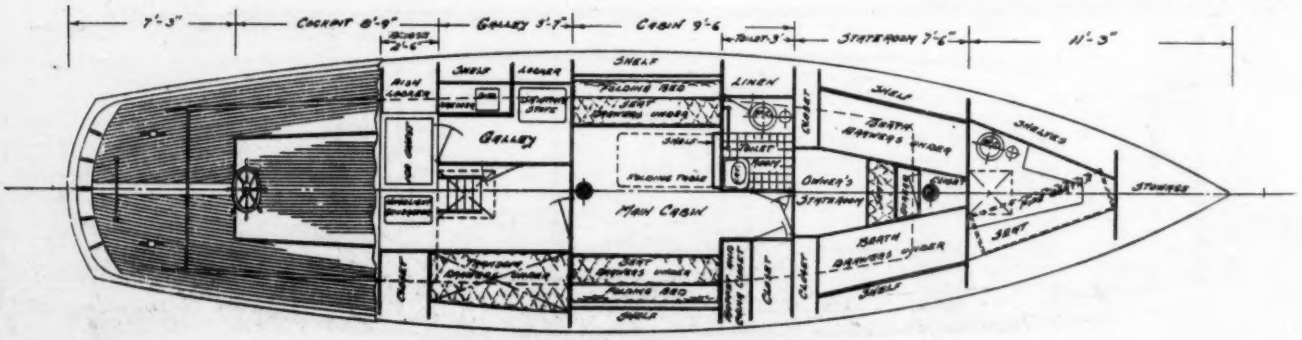




The half model of *Rumpus* shows a well-turned hull.

Although no engine is to be installed a place is being provided should auxiliary power be wanted later.

The accommodations consist of a forecastle with a berth and toilet for a paid hand. Abaft this is a double stateroom for the owner, entered from the saloon and with a toilet room adjoining. This toilet room is on the port side and there is a large closet, buffet and china closet opposite. The main saloon is arranged with a transom and wide



Sail and accommodation plans of *Rumpus*.

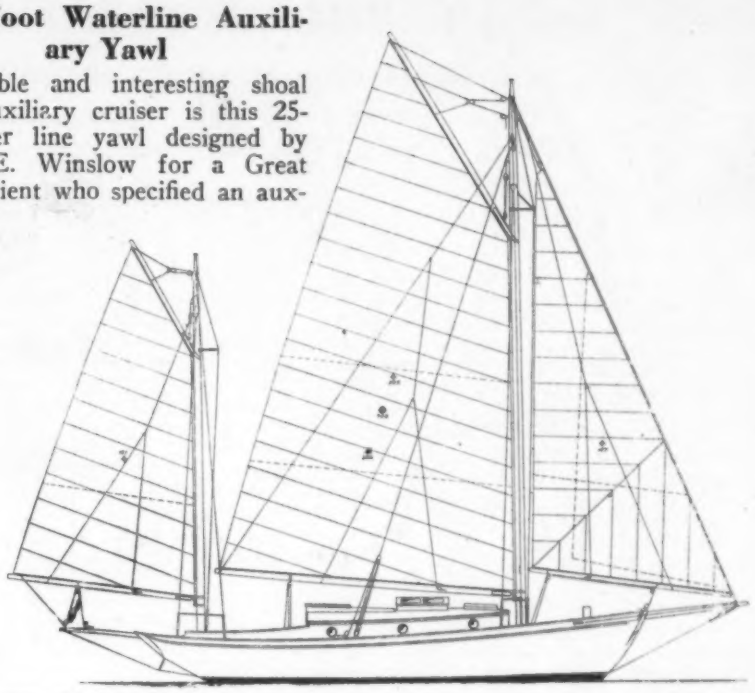
folding spring berth on each side. There is also a large table which folds against the toilet room bulkhead when not in use.

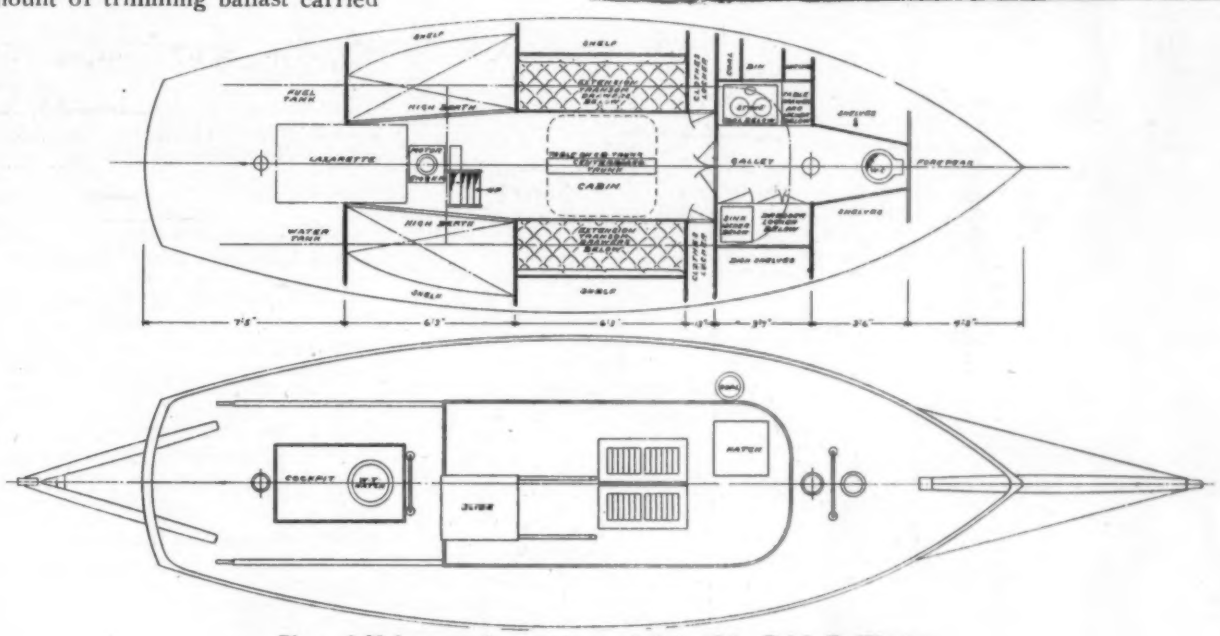
The galley is located aft on the port side and this location will be appreciated by those who have tried cooking in rough weather with the galley well forward. A bridge deck across the forward end of the cockpit gives ample room for the ice chest in the galley and allows for a full length transom berth on the starboard side. Should auxiliary power be installed this transom will be narrowed slightly and the motor will be located between it and the companionway steps. The propeller shaft will come out on one side of the deadwood and be hung on a heavy strut. A feathering wheel will be used and the drag from this source reduced to a minimum.

About six tons of lead will be carried on the keel and a small amount of trimming ballast carried inside. The dimensions are: length over all, 49′ 11″; length water line, 34′ 8″; beam, 12′ 0″; draft, 6′ 6″; total sail area, 1,600 square feet. Her sections are good, the sheer is pleasing and moderate and her long keel gives sufficient lateral plane even with the moderate draft.

A 25-foot Waterline Auxiliary Yawl

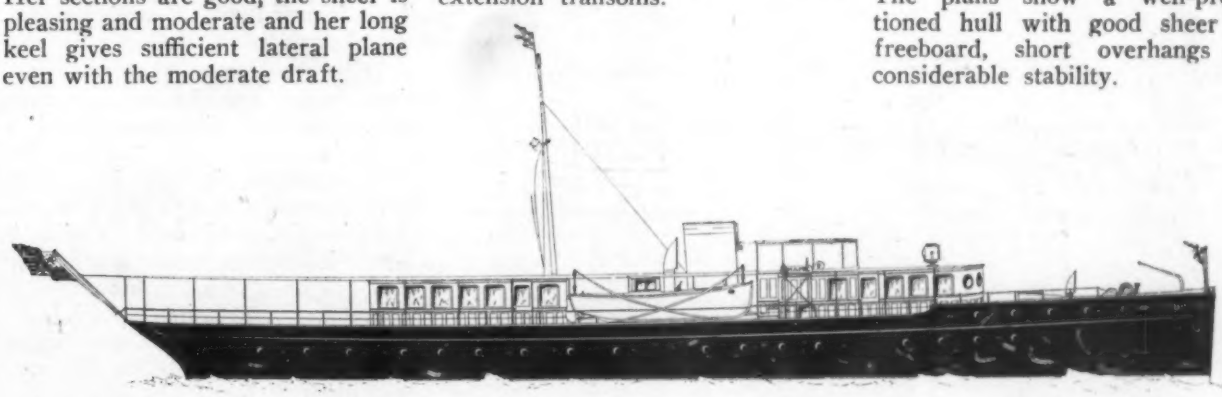
An able and interesting shoal draft auxiliary cruiser is this 25-ft. water line yawl designed by Ralph E. Winslow for a Great Lakes client who specified an auxiliary yawl of about 32 ft. over all length, 3 ft. 6 in. draft, full headroom and sleeping accommodations for four persons or six by using extension transoms.



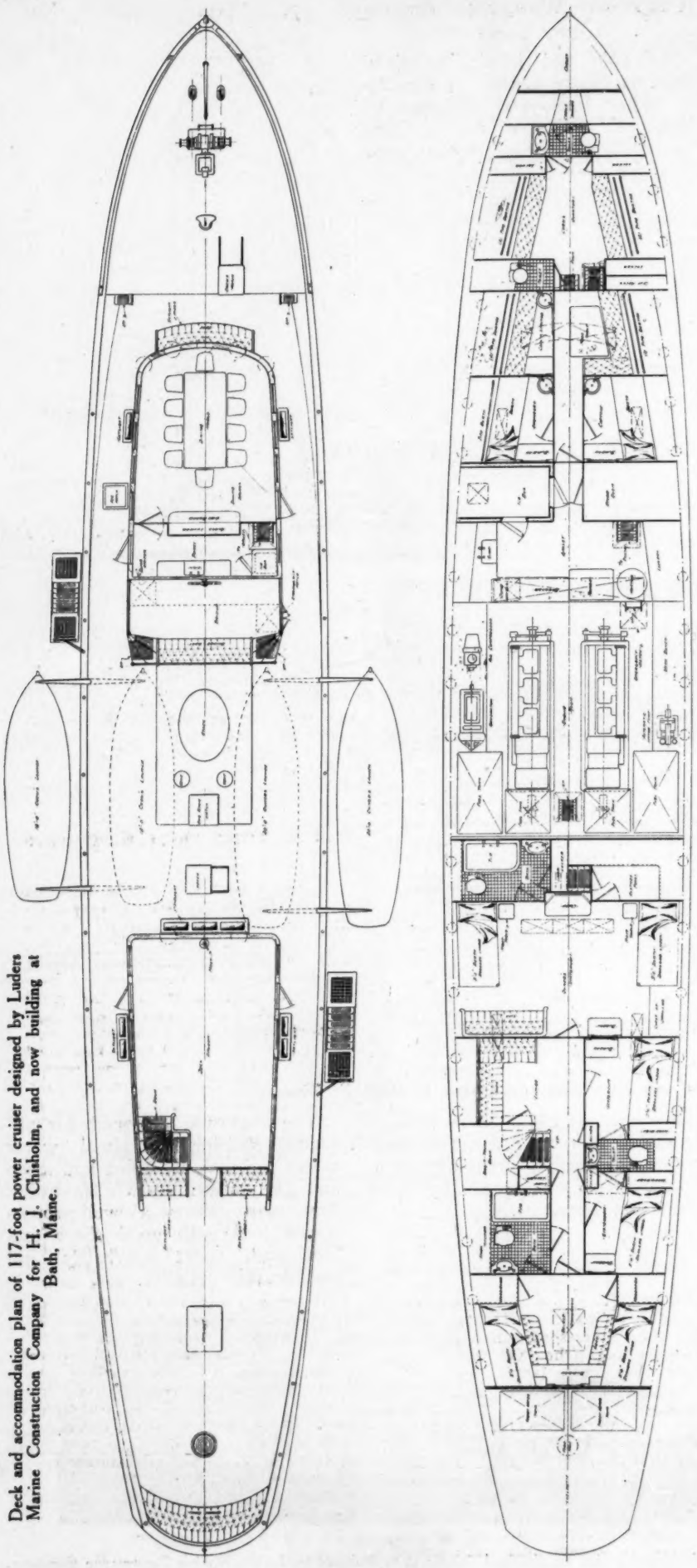


Plans of 25-foot waterline cruising yawl designed by Ralph E. Winslow.

The boat was designed for all-round cruising in shoal water where the seas are short and steep and the prevailing winds strong. The plans show a well-proportioned hull with good sheer and freeboard, short overhangs and considerable stability.



Outboard profile of 117-foot power cruiser with a combination transom and counter stern designed by Luders Marine Construction Company.



Deck and accommodation plan of 117-foot power cruiser designed by Luders Marine Construction Company for H. J. Chisholm, and now building at Bath, Maine.

The principal dimensions are: length overall 32 ft. 2 in., length waterline 24 ft. 9 in., beam 10 ft. 8 in., draft 3 ft. 6 in., freeboard bow 4 ft. 5 in., least freeboard 2 ft. 8 in., sail area 703 sq. ft. The centers are worked out so she will balance under any combination of these sails.

Below decks she is extremely roomy and well arranged. There are two wing berths aft under the side decks, and two extension transoms in the main cabin, with drawers below and shelves back of them, also two good-sized clothes lockers. The floor space is 4 ft. wide. Forward is a large galley with coal stove, sink, dressers, shelves, lockers, coal bin, etc., and in the bow is a toilet. The boat is arranged to take a single cylinder motor of 5 to 8 h.p. under the bridge deck abaft the companionway ladder, which will give a speed of 4½ to 5½ miles an hour. Fuel and water tanks are aft under the side decks. Every bit of space has been utilized and yet she is not crowded. There will be 3,500 lbs. ballast outside which, combined with her stability of hull, will make her non-capsizable.

A 117-Foot Steel Cruiser

A new yacht of rather interesting design and with a number of novel features has recently come from the board of The Luders Marine Construction Company of Stamford, Conn., for Mr. Hugh J. Chisholm of Port Chester, N. Y. Mr. Chisholm wanted a boat for cruising and of good speed. The plans, which we publish here, show her profile, interior layout and deck arrangement.

The Luders Company has made rather a departure in the stern, which is a combination transom and counter, which has worked out in a very pleasing manner. The yacht bears the Luders characteristics, with a plumb stem, considerable flare forward and a well proportioned profile.

There are unusual accommodations below for the comfort and convenience of the owner and a good sized party, as a study of the accommodation plan will show. Her deck houses are well worked out and give plenty of room "topsides," where it is appreciated. For power she will have two Winton gasoline engines, of approximately 50 H.P. each. Her dimensions are length over all, 117 feet; beam, 20 feet, and draft, 7 feet. She is now being built at Bath, Me.

Why Racing in Open Classes Should Be Revived

Predominance of One-Design Classes Is Retarding Development of American Yacht Designing. May Affect Next Contest for the America's Cup

By ARTHUR WENDELL

IN the October issue of YACHTING the Editor made a strong plea for more consideration of the open classes of the Long Island Sound Yacht Racing Association, pointing out that practically all racing on the Sound in recent years has been confined to various one-design classes, the only open class showing any continuous activity being Class P (31 feet rating).

The question arises: What effect has this had upon the welfare of the sport? In the minds of some yachtsmen it is having so detrimental an effect that it is hoped the subject will receive the earnest consideration of those who guide the destinies of yacht clubs when they meet this Winter to take up such matters.

Naturally, in this situation, our designers have had but little opportunity to compete with one another or to experiment with the present measurement rule—a fact which we may have good reason to regret two years hence, with a contest for the America's Cup in prospect for 1925 between yachts built to the limit of one of the Universal Rule Classes and sailed *without time allowance.*

Inasmuch as our measurement rule demands a high ratio of displacement to length but permits a very small ratio of sail area to displacement, it should be borne in mind that in producing yachts under similar restrictions the British designers have had vastly more experience than have their American contemporaries. Fife in particular proved, thirty-odd years ago, that he was a master of this problem when he designed *Minerva* and *Uvira,* these two cutters making a clean sweep of their class against American yachts carrying 15 to 33 per cent. more canvas on the same length. That the Scotch designer has lost none of his skill was amply attested last Summer in the International Six Meter Contest.

How the Trend of Yacht Designing Has Reversed Itself

In this connection it is worthy of note that the more recent boats in our smaller open classes (20, 25 and 31 feet) are much longer on the waterline and of greater displacement than the boats built earlier for these classes. Yet the later boats, as exemplified by *Nahma, Grayling, Aquanno, Ariel* and the new Mower-designed "R" sloops, *California* and *Lady Gay,* though carrying less sail, are admittedly faster than their predecessors.

Likewise, while our best Six Meter racers all had within 10 per cent. of the same sail area, the long, heavy displacement boats, *Grebe* and *Lea,* proved the fastest. One of our Six Meters, *Bally Hoo,* had her forward body rebuilt, following her first trials, to *lengthen her waterline,* after which she was notably faster than before the alteration.

These facts are mentioned to show that the trend of yacht designing has reversed itself since rules introducing displacement as a factor of measurement superseded the old, cheatable "length-and-sail-area" formula. Because length is so essential a factor of speed in sailing vessels, and can no longer be "stolen" through long flat overhangs, it is now taken legitimately and equalized by greater displacement, which in turn brings its compensation in the shape of the maximum driving power the length allows. Experiment only will determine the proper limit in each class, which will vary, of course, according to average weather conditions in different localities. It is to be hoped that in the future our designers will be given more opportunity to solve this problem by observing the performances of their yachts in home waters. The promise of several Class "Q" boats, each of a different design, for next season's racing on the Sound is a move in the right direction.

The Lessons of the Last America's Cup Match

No doubt the last races for the premier yachting classic taught both sides valuable lessons. In that contest Herreshoff well deserved the glory he won, not alone for perfecting the only sane measurement rule we have ever had, but especially for having had the courage to carry out the *spirit* of the rule in giving *Resolute* her easy form, free from all abnormal features—even though the conditions governing the contest impelled him to burden the American defender with an excessive amount of sail and a dangerously light rig to carry it.

On the other hand, the English designer, Nicholson, deliberately but vainly tried to beat the rule by producing a yacht of the very type that the rule was designed to prohibit. The penalty he had to pay was too great. In view of Fife's well-known practice, it is safe to venture the opinion that the canny Scot would not have attempted this; nor will Nicholson be likely to repeat his 1920 mistake if he is commissioned to design the 1925 challenger, for *Shamrock IV* furnished pretty good evidence that the rule is fool-proof.

In 1920 *Resolute's* measured sail area, 8775 sq. ft., gave her a Rating Measurement of 83.5 ft. To bring her R. M. down to Class "K" (65 ft.) it would be necessary to reduce her sail area to 5326 sq. ft.—*or almost 40 per cent.* Yet a "K" yacht having a waterline length in the same ratio to R. M. (120 per cent.) as the latest Herreshoff boat built to the Universal Rule (the "Q" sloop *Grayling*) would be a larger vessel than *Resolute* (104.29 tons displacement), for such a yacht would be 78 ft. waterline length and 119.24 tons displacement; and, even though not penalized for any excess quarter-beam length, could carry only 5555 sq. ft. of sail, or 37 per cent. less than the 1920 Cup Defender.

If the rule was impregnable when there was no arbitrary limit on sail area, it is fair to assume that when sail is heavily penalized, as it is when designing to a definite rating measurement, the designers of the next Cup contestants will have to depend for speed upon *perfection of form* rather than upon excessive power. If this deduction is correct, Sir Thomas Lipton should be in no quandary in the matter of selecting the designer of his fifth challenger!

Our yachting authorities certainly have some real problems to conjure with this Winter and next. And let us hope they will take steps, before another contest for the America's Cup, that will prevent the noblest sport of all being held up to ridicule by the humiliating spectacle of two large yachts declining to race in a 25-knot breeze, either because of the fragile construction of one or the unseaworthy form of the other!

(Ed. Note—In 1899 Arthur Wendell, who contributes this article, and C. S. Cole designed and built the sloop *Zenda,* which raced in Detroit waters for six consecutive years without suffering a single defeat. Mr. Wendell was a member of the Detroit Yacht Club in the 90's, a charter-member of the Detroit Boat Club Yachtsmen and one of the judges at the Inter-Lake Meet at Put-in-Bay in 1900.)

Watch Your Step, Cap Stan

Dear Cap Stan:—

I rise to a point of personal privilege, and ask that you correct the very erroneous and misleading statement about "Al" Loomis and myself in your last cargo. You say we "unanimously agreed that *Malabar* beat *Damaris* in the Bermuda race because she got the lucky breaks." We never agreed, said, supposed or thought any such thing. How do you get that way, Cap? You must have dreamed that rot in the restless hours of some cold gray morning after. Exactly what we agreed was this: that if *Malabar* had been becalmed for three days and *Damaris,* elsewhere on the spacious Atlantic, had had a 40-mile beam wind all that time, she would *probably* have reached Bermuda first. We were not discussing your pet *Malabar's* abilities at all. "Al" said exactly the same thing about *Caroline* and *Seafarer;* I'll say it's true for any two boats you can name. In other words, we were merely noting the general principle that the best designing and sailing can be nullified by lack of wind. If you ever reach Bermuda late, we feel sure you will join us in proclaiming this great truth to the world—with a megaphone. But you better not be late, Cap. I won bushels of marks betting on you and your boat in the last race, and I intend to play the same ticket next year. Remember that and do your darnedest.

From all of which it appears that the next round is on you, Cap. Waiter, make mine Bacardi, straight!

Jack Hanna.

Suggestions for Next Ocean Race

Editor YACHTING:

For some time I have been endeavoring to find time to write you with reference to several matters in which I am vitally interested, and which, of course, pertain to the greatest of all sports.

The term fisherman type has been terribly abused by both designers and marine writers. Many designers seem to think that if they plan a schooner-rigged boat with comparatively short overhangs and eliminate some of the usual yacht gilguys that they may call it a fisherman-type design, and many who rush into printed descriptions of such boats call them by the same name, all of which is wrong, I believe. The modern fisherman is a comparatively fast, commercial sailing vessel of strong construction, moderate sail area, and with *all inside* ballast. They are usable, livable, seaworthy craft, a type which will ride easily when hove to, lay easily at anchor at sea without undue or jerky rolling, and with sufficient structural strength to stand anything within reason. This, I think you will admit, is true; and if it is true it certainly makes it impossible to classify a lightly built, bent frame, outside ballast schooner rig boat as one of fisherman type, regardless of character of finish, which in the minds of many seems to be the only real difference.

In the Bermuda race there were very few boats which would classify as of the fisherman type. *Ladona*, *Whistler*, *Black Hawk*, and I think *Isabel Q* and *Lloyd W. Berry* carry all of their ballast inside, have the requisite structural strength, moderate rig, and other essentials of the fisherman type. Some of the others may approximate the type, but many which have been so called are not properly designated. No boat or schooner with outside ballast and of light construction can be honestly termed of the fisherman type.

I understand another ocean race is contemplated in 1924, and I am building some schooners, the owners of which intend entering. I have given considerable thought to this matter and offer the following suggestions for your consideration:

1. Measurement. Length should, I think, be determined by adding W.L.L. to O.A.L. and dividing by two. This will be a fair measurement and not put an undue premium on extremely short ends or even plumb stems and square sterns, which measurement on O.A.L. alone tends to develop.

2. I do not think that 5 per cent. fairly represents the sailing difference between vessels with auxiliary power and those without, especially if there is any windward work. I believe that a vessel without auxiliary power is at least 7½ per cent. better than one with in average sailing conditions. Furthermore, results seem to justify this opinion.

3. As now arranged time allowance favors the small boat nine times out of ten. It seems true not only of the Bermuda race, but of the Honolulu race and others. I therefore suggest a reduction in time allowance, and think that 30 minutes per foot per 500 miles of course will more accurately adjust the speed difference due to length variations.

At your convenience I should like very much to hear from you on the above suggestions, and if I can in any way help you in the excellent work which you have undertaken I will be very glad to have you call upon me at any time.

William H. Hand, Jr.,
New Bedford, Mass.

(Mr. Hand's suggestions are very much to the point. Some of the rules made for last year's Bermuda race can be changed to advantage from the experience gained in this year's race. As regards time allowance, theoretically the small boat is at a disadvantage in ocean racing. She is usually affected by the sea or a head wind quicker than a larger boat, and usually has to shorten sail first if it comes on to blow. This year it did not work out this way, probably because there was practically no windward work. On the basis of the races this year the allowance at present seems excessive. It is also true that the allowance for dragging screws was insufficient. If any long-distance racing men have any suggestions to offer, let them pipe up now.—Ed.)

Blue Water—A Cruising Yarn

It isn't often that we get a cruising yarn nowadays that really takes us off soundings and makes us see the things the author sees, or that makes us itch to get our old dunnage bag packed again, sling it aboard some small packet and shove off for the waters we've been reading about. So it was pleasant to run foul of Arthur Sturges Hildebrand's *Blue Water* and to sit up a couple of watches below reading it. The trouble is that so many of the sailormen who take real cruises can't seem to write about them; and those who do most of the writing never seem to go on cruises. This is something that has tried the souls of us poor editors, trying to get material out of the usual to hand a public clamoring to read sea stuff. But Hildebrand is the shining exception to this rule.

Picking up on the Clyde a little yawl 51 feet over all, of the typical narrow English type, he and two (and sometimes more) companions spent over a year in her, cruising from the British Isles, across the Bay of Biscay to Portugal and Spain, and then through the Straits of Gibraltar to the Mediterranean, where they sailed as far east as Piræus, and the Corinth Canal, and back to the Riviera. It was a pleasant year of wandering such as most of us have dreamed about, with just enough of trials and hardships to bring to the amateur crew a proper appreciation of the pleasant parts of the cruise.

The story is chock full of incidents of life on a small boat at sea. During the cruise several long passages at sea were made—it doesn't appear that the little ship startled the world in the way of fast passages—and to our mind the yarn would have stood a little more detailed account of these passages. But at sea on a long voyage every day seems pretty much like its neighbor, and one gets to feeling that there isn't much that can be recorded without repetition, and Hildebrand hasn't been guilty of that.

Hildebrand is pretty well known to cruising yachtsmen on the Atlantic Coast, where he has knocked around in many types of small boats, and he was one of the crew of the sloop *Flying Cloud* in the Bermuda Race last June.

If any of you want to cruise this winter and can't get away from office or job get *Blue Water* (Harcourt, Brace & Co.) and get your cruising by proxy.

PROBABLE ORIGIN OF THE FIGURE-HEAD IDEA

—*Punch* (London).

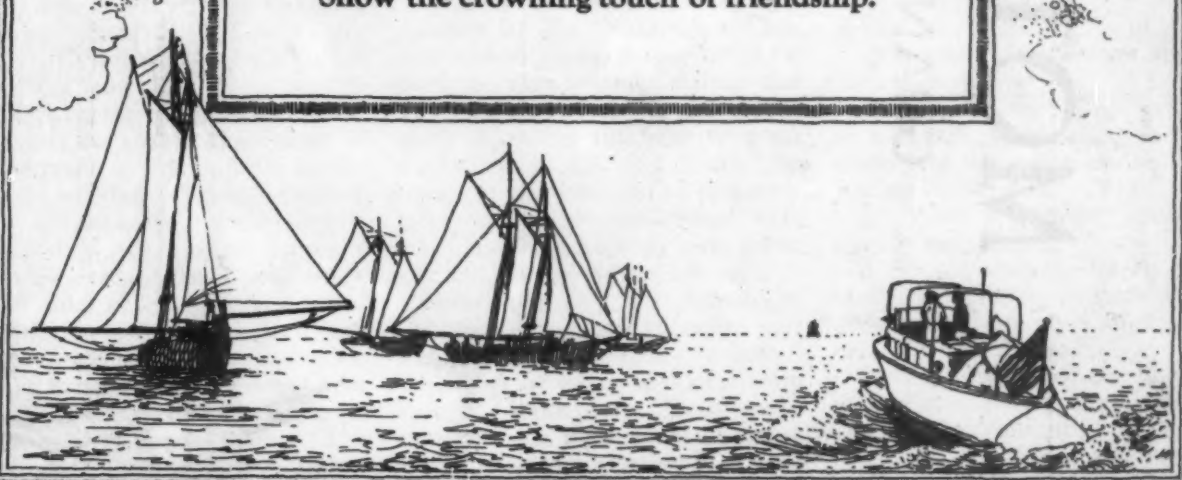
Yachting

At Home

The next best thing to spending your days on the water is talking about it. YACHTING will be at home to all its friends at the Nineteenth Annual Motor Boat Show to be held in Grand Central Palace, January 4 to 12, 1924.

At our booth you will meet and talk with other yachtsmen, tell stories of the season that is past, and plan for the one that is to come. This is Old Home Week for the amateur tars from all over the country. Boating is not only the best recreation, but it offers the soundest basis of comradeship that can be found in any sport.

Make the YACHTING booth your headquarters and give your visit to the Show the crowning touch of friendship.



19TH ANNUAL NATIONAL
MOTOR BOAT SHOW
GRAND CENTRAL PALACE - NEW YORK
JANUARY 4TH to 12TH 1924
GEO. P. THOMAS, N.Y.

Model Yachting

A close start, and a tragedy! Boats of the Norfolk M. Y. C. meeting the Washington M. Y. C. fleet. Left to right: *Anne* and *Diana*, Norfolk, and *Prima* of Washington. In foreground *Scrappers I* and *II* mixing it.

Norfolk Model Yachtsmen Trim Washington

Look out for the salt-eating model yachtsmen of the Norfolk Model Yacht Club!

This is the friendly warning to model men from the youthful Washington Model Y. C. In its juvenile exuberancy, the Washington organization gleefully accepted a challenge from the Norfolk sailors to try conclusions in two classes—the 36-inch overall, and class "C." Now the Washington youngsters know better.

Five Norfolk men arrived in Washington with three models on Saturday, Sept. 29, and after a few preliminary trials, two races were run off on the Tidal Basin, a body of water connected with the Potomac River, and under the shadow of the Washington Monument. Two other races were sailed off the following morning. In all Norfolk took three races. Through some mistake another was omitted.

On Saturday the *Diana*, of Norfolk, met the *Esther* and *Prima*, of Washington, in the larger class, the former winning in handy fashion, over a triangular course slightly over a mile in perimeter. This is about the greatest distance available in the tidal basin. *Prima* finished second. *Diana*, owned by J. G. Miller, of Norfolk, a model enthusiast of long experience, is 48 inches over all, Marconi rigged, with about 1,900 square inches sail area. The Washington boats were 44 inches over all and considerably smaller in sail area.

The second race, between four boats 36 inches over all, was also won by Mr. Miller, sailing *Anne*. Dr. H. S. Hudgins, of Norfolk, sailed *Norva* for a second place, while Washington had to be content with a third in *Scrapper I*, sailed by Neil P. Leary.

Sunday morning both classes were sent off together over the same course, Saturday's high wind hanging over to give some wet sailing. *Diana* would undoubtedly have taken the "C" class race had she not fouled a bunch of stakes and carried away her bowsprit. *Esther*, sailed by Paul Scharf, hung on long enough to take the race after difficulties, and *Prima* failed to finish. This made even honors in the larger class, but through an error the third race was not sailed. In the 36-inch class, *Anne* took first, followed by *Norva* and *Scrapper I*.

This story is being reported by a member of the Washington Club, who was much too care-worn to report the time, merely stating that the hardened Norfolk salts took about one-third the time to cover the course as the local boats. As the meet was intended to be purely informal, no measurements were taken, and no handicaps were given. The models sailed boat for boat.

Notwithstanding the defeats of the home boats, several main ends were accomplished by the "regatta." Two bunches of good sports were brought together, and the inter-city competition is to be made a regular affair. Already the races have been styled the "First Annual Washington-Norfolk" races. Secondly, the Washington men were given the chance to see some real boats and observe how they should be sailed. All the Norfolk men were sailors of long standing and showed their experience.

Finally, some much-needed publicity was given the sport in the two localities, and it has already received considerable impetus, in Washington, at least.

Plans were discussed to stir up interest among other cities easy of access to Norfolk and Washington, and if possible to gather together clubs along Chesapeake Bay, in order to start yearly gatherings of model yachtsmen in that locality. Model yachtsmen in the section, or club officers, are urged to get in touch with the Washington or Norfolk men to further this aim.

Sail Area for Model Yachts

Editor YACHTING:

Will you kindly answer the following questions?

1. What is the official sail area of a 36-inch model sailing yacht according to the ruling of the Model Racing Association?

2. What is the penalty for overrigging such model?

3. Would such model be penalized if in scudding or running free a spinnaker was used, thereby increasing its sail area?

By answering these questions you will set at rest many doubtful minds and

Yours truly,

H. Aug. Georg.

The Association's rating rules

(*Continued on page 372*)

In the Lee of the Long Boat

By Cap Stan

WHAT a nasty mess that Halifax affair turned out to be! Yes, I was there—and after spending the best part of a week in an atmosphere of dissension, distrust and dispute, I left vowing never again to witness another Fisherman's Race.

As far as the races were concerned, there were two rattling good contests, the first in a 16-miler and the second in a 20-miler, with a no-decision contest sandwiched in between. *Bluenose* proved to me, at least, that she was the faster boat—but not by any great margin, for had *Columbia* gotten away with the start in either race, there would have been another story to tell. And with another season or two for her skipper and crew to find her best sailing trim, I believe *Columbia* would prove just a little more than a match for the Canadian hooker.

The International Committee and the Sailing Committee have struggled valiantly for four years to produce harmony between the warring factions, with decidedly negative results. The Canadians claim the Yankee schooners are rule cheaters, in spirit if not in fact. The Americans make a counter claim that as soon as they turn out a fast boat the Canucks change the conditions of the deed of gift of the trophy and bar the boat from competing—as in the well-remembered case of the *Mayflower*. This year there were mutterings that *Columbia* exceeded the draft limit, that Ben Pine was not a bona fide fisherman-skipper, that the Canadian observer on *Columbia* was signaling his friends on *Bluenose*, and so on and so on. As a climax, Captain Walters, like a spoiled child, insisted on having everything his own way, and when he couldn't get what he wanted, he and his crew of squarehead Lunenbergers quit cold, to the unutterable disgust of thousands and thousands of sportsmen all over Canada and the United States. Twice Captain Walters broke the rules—in the first race when he fouled *Columbia*, and in the second when he deliberately violated his sailing directions. He got away with it the first time, but when his bluff was called the second time, he threw down his hand and quit the game cold.

People who don't know the definition of sportsmanship should stay out of sporting events. And as Angus Walters is credited with saying: "I am not a sportsman, I am a fisherman," why endeavor to continue these muck-raking farces any longer? Me, I'm through.

That was a very interesting contribution of "Butts" Whiting's last month, relative to the performance of a Star class boat rigged with an aeroplane wing in place of the usual sail. More of this kind of work might well result in valuable additions to our meager store of knowledge regarding the proper shape of a sail to produce the most effective driving surface. And last summer the N. Y. Y. C. 40-footer *Squaw* carried a spinnaker with a large hole in it, the idea being to allow the dead air to escape so that the fresh currents could get in and do their work. Apparently the idea was good, though the results were hardly conclusive. This kind of stuff is both interesting and instructive, so if any of the rest of you chaps have done any experimenting along these or any similar lines, we'd be mighty glad to hear from you, and will give you all the space your dope deserves.

Defeated in the recent Gold Cup Race by a broken cotter pin when he had the race well in hand, Harry Greening acknowledged defeat in the same smiling manner in which he has accepted his many victories. Then, with nothing particular at stake, but just to prove to himself and the world in general that *Rainbow III* was the real goods, Harry quietly went out and startled everybody by covering 1,064 miles in 24 hours, smashing all existing records previously held by any kind or size of boat ever launched. My congratulations to as good a sport as the game has ever produced. A few more sportsmen of the Greening type would do the racing game a world of good.

At the last dinner of the Cruising Club of America considerable light was shed on the subject of the defeat of our 6-meter team abroad last summer, when Sherman Hoyt, the popular captain of our team, explained matters to a large and interested gathering of salts. According to Sherman, the conditions of wind and water abroad necessarily produce reaching courses, with very little windward work. The British boats, therefore, are designed to be fast reachers—and they are. While the American boats are fine all-around performers, particularly to windward, they cannot hold the Limeys to leeward. So there you are. And Sherman further states that unless we build reaching boats, *and try them out and select our team in British waters*, another series sailed abroad is pretty sure to result in another defeat. Not very hopeful, is it? Still, we beat them, in our own waters, a year ago. And if they come over and race under our conditions next summer—well, as old Doc. Munyon always insisted—"There is hope!"

A man I know pretty well recently asked me why the yachting magazines didn't run designing competitions any more, as he thought they not only produced some interesting and meritorious work, but acted as a stimulant to beginners who were struggling to get a foothold on the bottom rung of the ladder of naval architecture. I'm rather inclined to think he's right. What do you think about it? Would such a contest interest you? Would you enter one? My friend will start the ball rolling by offering a $100 prize, and maybe we can get Editor Herb to raise the bid.

Outboard Motor Boats

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There is a suitable "Buffalo" for every kind of boat—the new 14-30 H.P. is being used in runabouts, cruisers, fishing boats and small work boats — our Cruiser and Runabout type is the recognized standard of quality for boats of that type—our Slow Speed Heavy Duty type are the quintessence of reliability, economy and durability and are found wherever quality is appreciated, in tug boats, ferry boats, and general purpose work boats of all kinds as well as the heavier type of cruiser.

Highest quality and reasonable prices backed by sincere desire of the builder to satisfy the purchaser are the reasons for Buffalo success. Is not this combination what you should consider in connection with your engine requirements?

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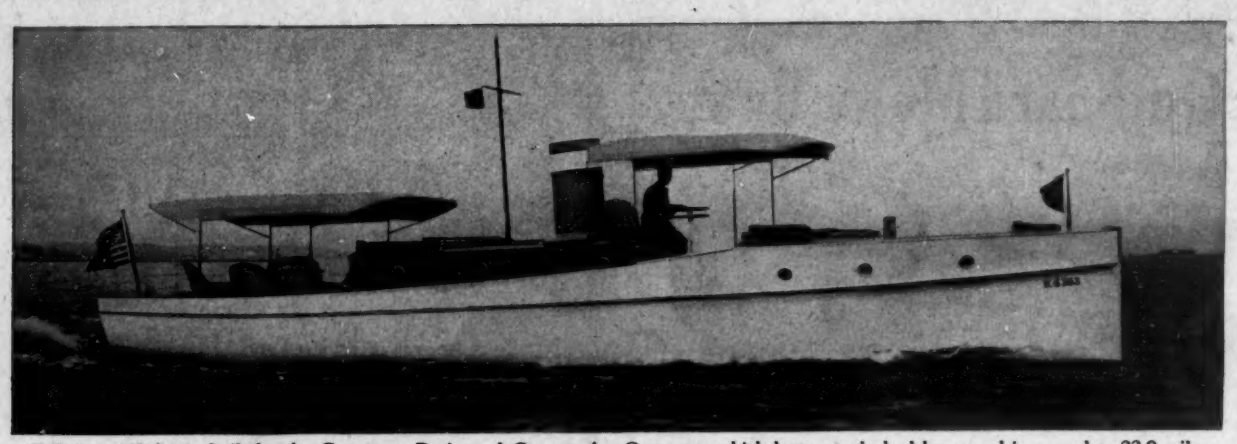


Kilkare, a 45-footer built by the Greenport Basin and Construction Company, which has recently had her speed increased to 22.9 miles per hour with a 6-cylinder Hall-Scott marine motor.

OF INTEREST TO THE SKIPPER

What New England Builders Are Doing

Now that the active boating season is over for the year, and ice is forming on the coves and harbors, the Editor and Business Manager of YACHTING took a land "cruce" 'longshore between New York and Boston recently, just to see what was doing. They did not miss a yard between City Island and Neponset. On the whole, they found most of the shops busy, although not filled up with work.

At Robert Jacob's yard, City Island, is a 62½-ft. schooner under way from designs by Alden for J. W. Bird, of New York, powered with a Sterling Neptune motor.

At Kyle's yard, City Island, are two 38-ft. power cruisers for stock, each equipped with a 50 H.P. Kermath.

Wood's yard is rebuilding the *Harpoon*, lately owned by W. W. Nutting, before she was wrecked.

At the New England Boat Works, Cos Cob, Conn., a Star Class boat and a 26-ft. 33-mile runabout with a Hall Scott motor, were under construction.

At Luder's Yard, Stamford, Conn., was a 50-ft. power boat for the New York Police Department with Sterling motors and a number of 15-ft. one-design Red Wing sloops.

At the Portland Yard, opposite Middletown, Conn., which is now controlled by M. S. Cornell, Jr., a 40-ft. express cruiser was being built which will take one of the new model Frisbie motors.

At the Sea Sled Company, West Mystic, Conn., two sea sleds were being planked, one being a 35-footer on order, and the other a 24 ft. for H. L. Brownback of New York, powered with a Hall Scott motor.

At Nock's Yard, East Greenwich, R. I., is a 50-footer which they call an "express cargo cruiser," with a pair of 6-cylinder Sterlings. She will make a speed of 23 miles light and about 16 miles loaded. (Do you get that?)

At the Herreshoff plant, nothing was doing in the way of new boats.

At Casey's Yard, Fairhaven, Mass., the Major is working on a 26-ft. standard sloop on order, and also a 38-ft. power boat for fishing.

Carl N. Beetle was turning out a lot of 15-ft. stock cat boats.

Mr. B. T. Dobson, N.A., of New Bedford, Mass., is having a 50-ft. over all schooner built at Russel Gray's Yard, Thomaston, Me., and an 18-ft. fast launch by Asa Thompson, New Bedford, Mass.

William H. Hand, Jr., has several large boats from his plans under construction at various yards, including a 126-footer, a 110-footer, and a 65-foot schooner at Hodgson's for Lawrence Grinnell for ocean racing, and a 69-footer.

At the yard of C. A. Anderson, Wareham, an exceptionally fine 28-ft. over all auxiliary cat boat was nearly finished for Mr. R. L. Gorin, of Middleboro, Mass. She was a fine piece of work with full head room in the cabin. When she is finished, he is going to start some raised deck cats.

The Cape Cod Ship Building Company is putting through a lot of 18-ft. Baby Knockabouts and 17-ft. dories for Spring delivery.

R. A. Deering of the Nantucket Boat Works, has a 60-ft. working schooner under way and six 10-ft. sailing dinghies for use with outboard motors, building on order.

The Baker Yacht Basin has seven of the Alden "O" boats being finished and are turning out a 23-ft. small cruiser for stock.

John G. Alden is having nine schooners from his designs built at various yards and S. S. Crocker, Jr., is having two 32-footers built from his designs.

Lawley has two 120-foot steel power yachts, two 68-foot express cruisers and several smaller boats, both sail and power, under way and well along.

Crimper—A New 31-Miler

As slick looking as one of the fine two-year-olds in his famous stables, *Crimper*, Mr. J. S. Cosden's new Consolidated Cruiser, takes her place among the fleet of new boats to appear at Palm Beach this season. How good she is to look at may be seen from the frontispiece of this issue.

Powered with two 300 H.P. Speedway engines, *Crimper* has an easy steady stride of 31 miles per hour.

The general dimensions of *Crimper* are 60 feet x 9 feet 6 inches and 3 feet draft of water. The hull is of selected cedar, with mahogany topsides. The forward cockpit, a feature which is growing in favor each year, is, not only in this craft but any other boat with a forward cockpit, the most pleasant place to ride. This observation pit in *Crimper* is protected forward by a glass windshield in mahogany frame, adjustable in height. Going aft through a companion hatch one finds a handsome saloon, cushion coverings and carpet of a color in mild contrast with the rich mahogany finish of this interior.

A Hall-Scott Motor for *Kilkare*

A rather unusual increase in speed due to a change of power plant was obtained recently in the 45-foot cruiser *Kilkare*, built by the Greenport Basin & Construction Company, and owned by Henry H. Halterman of New York.

Boys Today — Men Tomorrow

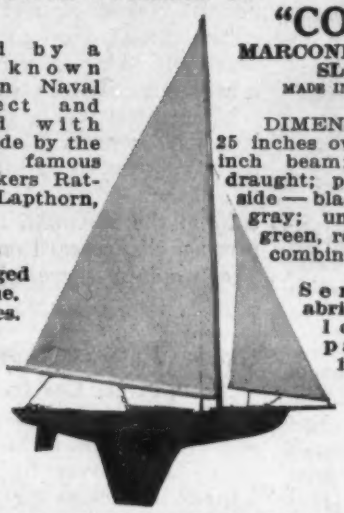
"FROM EIGHT TO EIGHTY"

MAKE THIS CHRISTMAS THE BEST YOU HAVE EVER KNOWN, BY GIVING YOUR BOY OR PURCHASING FOR YOURSELF A

"COOT"

MARCONI RIGGED SLOOP

MADE IN AMERICA



Designed by a well known American Naval Architect and equipped with sails made by the world famous sail makers Ratsey and Lapthorn, Ltd.

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Price 25c.

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25 inches over-all; 6¼ inch beam; 6⅛ inch draught; painted; top side — black, white, gray; under side — green, red in above combination.

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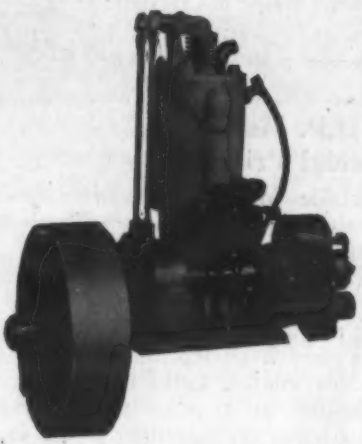
Two horsepower Weight 97 lbs.



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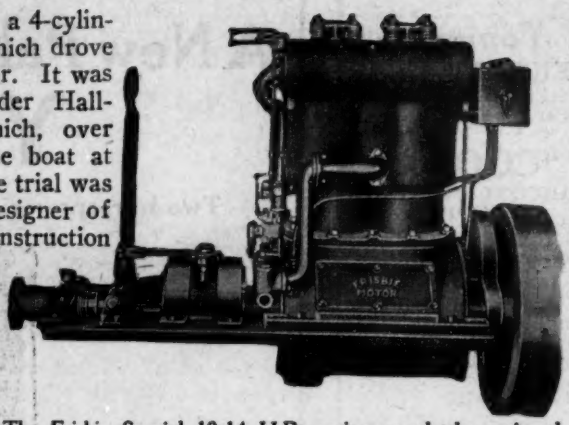
6-Cylinder, 6½" x 8½" 65 H.P. Twentieth Century Engine

N. Y. Yacht Launch AND Engine Co.

Morris Heights NEW YORK

This boat formerly had a 4-cylinder Van Blerck motor which drove her 14 to 15 miles an hour. It was replaced with a 6-cylinder Hall-Scott marine motor which, over measured mile, drove the boat at 22.92 miles per hour. The trial was run by James Hussey, designer of the Greenport Basin & Construction Company.



The Frisbie Special 10-14 H.P. engine completely equipped to run. It is especially suited for auxiliary power or for small cruisers.

Frisbie Offers 10-14 H.P. Model at Special Price

The Frisbie Motor Company have made a real attempt to see if the production price proposition will produce the results they hope for in the marine engine field. For some time they have felt that if a good reliable engine could be put on the market at a price within the reach of the average man that production could be had on a scale that would warrant a special price for these particular motors. They have, therefore, sent the following telegram to all Frisbie distributors making a special price of $425 on their 2-cylinder 10-14 H.P. model:

"Production on model FB 2-cylinder 10-14 horse power engines which have proved so successful in government motor launches, in Alden and Lawley designed auxiliaries and in fact in smaller boats of all types, prompts us to offer this engine at special net price of $425, equipment B, subject to acceptance within ten days. How many shall we include for you in next sixty days' production schedule?"

This offer represents one of the best marine engine values on the market today, as everyone knows the quality back of Frisbie Motors.

Cape Cod Ship Building Co. Has New Sales Representative

Miss Alice O'Neil, for many years in charge of the sales department of the Toppan Boat Company, has severed her connections with that concern and is now Boston representative of the well-known Cape Cod Shipbuilding Corporation, with offices in the Winthrop Building, No. 7 Water Street, Boston.

Miss O'Neil is well known to the motor boat trade as a dominant factor in the motor boat world. She numbers among her customers and friends an exceptionally large number of well-known motor and sail boat users.

The Cape Cod Co. is fortunate in acquiring such an enthusiastic saleswoman and Miss O'Neil is also fortunate in becoming associated at this time with such an enterprising concern, which have wonderful facilities for building any type of pleasure boat in large numbers. The 18-foot Baby Knockabout which has been sold in tremendous numbers during the past two seasons leads all others in point of demand and many yacht clubs in Massachusetts Bay have already placed their orders for large classes for the coming season.

These little boats are 18 feet long over all, are well designed, roomy and are smart sailers. There are racing classes of them at the Devon Yacht Club, the New Haven Yacht Club, the Beverly Yacht Club, and at West Chop, Megansett, Falmouth and Camp Washburn.

Some One Is Going to Get a New Kermath

Some lucky son of a sea cook is going to get a new $500 Kermath Model 16 motor, right after the New York Motor Boat Show. The Kermath Co. are going to put on a guessing contest during the show and the first correct answer which is drawn out of the box, or the nearest correct answer, is going to entitle the holder to a Kermath Model 16, Unit Power Plant, and it will not cost him a nickel either.

The contest will be based on what it costs for parts to maintain Kermath motors in service from one to thirteen years. Every one who calls at the Kermath booth will be given a chance card on this engine. We prophesy there will be quite a lineup waiting to get cards.

The 18 foot Baby Knockabout turned out by the Cape Cod Ship Building Corp., and proving very popular.

Great Lakes Boat Building Corpr. to Go to Chicago

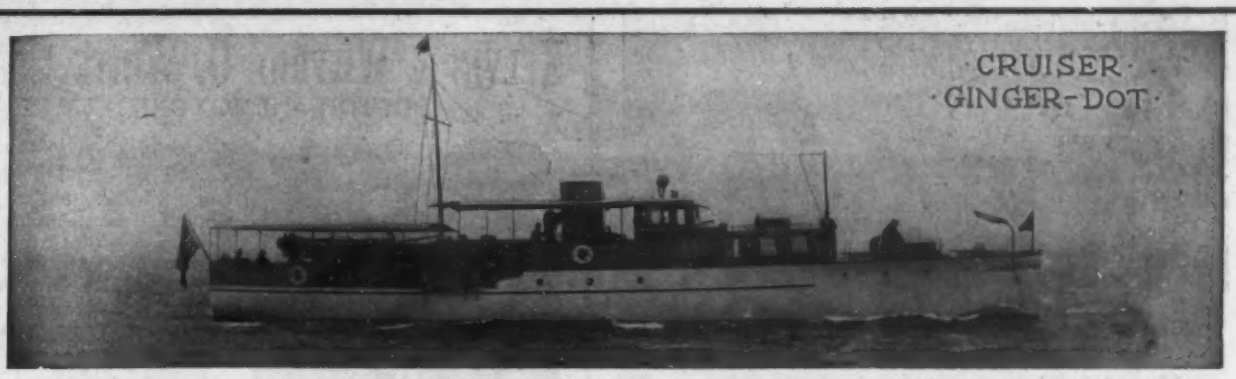
The Great Lakes Boat Building Corporation of Milwaukee has been taken over by a group of Chicago business men and yachtsmen and will be moved to the North Branch of the Chicago River some time during the coming Winter. This announcement comes from the office of Commodore Sheldon Clark of the Chicago Yacht Club, who, together with Rear Commodore Philip K. Wrigley, Ogden T. McClurg, Lawrence Heyworth, Webb Jay, Vice Commodore Clark Wright, Herman Hettler, and Bertram M. Winston, form the leaders of the new organization, which has raised a million dollars of new capital which will be added to the business.

W. C. Morehead, who has controlled the company heretofore, will serve as president.

W. E. Gibb Goes with Van Blerck

Motor boat users and those in the trade will be interested in learning that Wm. E. Gibb has recently become connected with the Joseph Van Blerck Engine Corporation of Plainfield, N. J., in the capacity of sales manager. We congratulate "Joe" on getting a sales manager who has had the experience in the trade of Mr. Gibb, and we congratulate "Bill" on connecting with a company that is putting out such a high grade engine.

Among the more recent connections held by Mr. Gibb are those of vice-president and sales manager of the Frisbie Motor Company, a position which he held for a number of years and more lately as sales manager of the Sea Sled Company, Ltd., of West Mystic, Conn. "Bill" started in the boating industry back in 1906 and has, therefore, some 18 years of actual sales experience.



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Semi Fisherman Type
41 x 30 x 12 x 6½

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has proved herself one of the most successful of the small cruising schooners and established a world record, for a yacht of her size, of 177—169—174—154 nautical miles in four consecutive days (equal to the length of the Bermuda race, in 96 hours) during an ocean trip of 1,200 miles from Seattle to Los Angeles.

Although next to the smallest yacht in a fleet of fourteen she won the long distance race from San Pedro to Santa Barbara, on actual elapsed time, finishing first, and defeating all the cruisers irrespective of size.

The best of construction, good freeboard, able, seaworthy and fast.

Your requirements for new or second hand yachts, of all types, will be given my personal attention.

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MAKES AN EXCELLENT CHRISTMAS PRESENT

Seagoing with the Jib-Headed Rig
(*Continued from page* 337)

raising a welter of wake so that the lee wash swept up the counter to the very weather end of the mainsheet traveler!

Venture never stops. The harder she is pressed the faster she goes. She does not heel very much; she just burrows a little deeper without the slightest diminution of speed. This was, perhaps, the severest test our spars and gear got; but the beautiful long mainmast was as rigid as a prison bar, and everything else stood up to the job. We tore through the Traverses, from the Lower Traverse lightship to Stone Pillar light, 10⅞ nautical miles, in 54 minutes; which is going at 12.09 knots per hour. The river current was against us; the tide was with us. It was a great lift, for the Traverses are almost impassable for a sailing vessel without a fair wind or tide, and this put us well on our way. We almost reached Quebec as soon as our crew, who had left ahead of us in the steamer. We anchored that evening within a few miles of the city, when the wind had dropped and the tide began to ebb. We beat into the Basin at Quebec next morning at sunrise.

From Quebec upwards the voyage up the St. Lawrence was necessarily tedious and slow, for we made it in tow of various steamers, and there were six canals to negotiate. Our own engine wasn't feeling very well, having got salt water into his little insides—and other troubles. Anyone hoping to navigate the St. Lawrence westward from Quebec should tackle it with a surplus of power. The current runs five knots in places, and you cannot stem it under sail unless you have a strong fair wind. You may wait a long time for that.

It took us from Aug. 16 to Aug. 24 to reach Lake Ontario from Quebec. We were not in transit all the time, for we stopped at Three Rivers, Sorel and Montreal. The canalling was by far the most strenuous part of the voyage; we were never out of our clothes from Tuesday night to Friday morning. That was when we reached Lake Ontario, and, casting off the soot-coated covers of our sails, slipped the towline and mastheaded our creased canvas to the glorious wind. *Venture* acted as though she knew this was to be her new home; she galloped up the lake, leaving the Thousand Islands and the Galloo and the Main Ducks and the False Ducks behind her as though she was a horse smelling her stable.

It was our intention to get into Cobourg harbor, and catch up on our canal-shattered sleep, but the wind came ahead and prolonged operations, so we drove her for home, watch and watch, and squared accounts with the sandman that way. At 2.30 p. m. Saturday, August 25th, *Venture* anchored off the Royal Canadian Yacht Club, Toronto, her home port; 24 days from Marblehead, Mass., her final point of departure, and with 2,315 miles of salt and fresh water under her keel since leaving the Herreshoff works at Bristol, R. I. In all that voyaging she never parted anything but the marlin, which seized some of her slide-tracks to the luff of the mainsail; and we never got out of the pump more than the bucketful we poured in for priming!

Lightnin', a 42-footer
(*Continued from page* 344)

The next morning they started out without the rudder to make the run back to the Niagara River. Mr. Vars says: "The wind had gone down during the night and we found that the lake was smooth with only a small chop due to a fresh breeze, which was about two

Cape Cod Baby Knockabout

(as shown) keel or center board. A standard class at many yacht clubs. 18 ft. o. a. $400.

8 standard types of sail boats to choose from. Prices, $75 to $3,500. Lengths, 14 ft. to 35 ft. Designs by Boardman; Burgess, Swasey & Paine; Hoyt; and Winslow. Also row boats and motor boats.

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points on our starboard bow. We ran the port engine at practically full speed all the way back, turning her at 1600 R. P. M. We would have to ease off the starboard motor from time to time to around 1200 R. P. M. to bring the bow around, as the breeze had a tendency to direct our course too far to the north. We were able to hold the course, varying only between east and east by north, until we sighted Buffalo. Then we went down with the fast current of the upper Niagara River toward the International Bridge, steering the boat by the engines all the way.

The Fisherman's Race

(*Continued from page* 340)

across the finish line with a comfortable lead of 2 minutes 45 seconds. All Halifax tooted horns and whistles, and the afternoon papers announced *Bluenose* the winner of the Fishermans Trophy for the third consecutive season.

But all is not gold that glitters, for as soon as *Columbia* was docked and snugged down, Captain Pine hied himself to headquarters and lodged a formal protest against *Bluenose* for going the wrong side of Lighthouse Bank buoy on the run from the starting line to the first mark, thereby failing to complete the course as laid down in the sailing directions. The Committee considered the protest until midnight, when they announced that *Bluenose* had been disqualified and the race awarded to *Columbia*. They ordered another race sailed on Saturday, Nov. 3d, to decide the series.

There was a seething mob of excited partisans milling about the lobby of the Halifax Hotel that night, all discussing the pros and cons of the protest, and whether it would be allowed. Captain Walters, before the protest had been decided one way or another, stated emphatically that the racing was over so far as he was concerned, that he had won two races, and that was all there was to it. So when, next day at noon, the Committee was notified that *Bluenose* was leaving for Lunenberg, and positively refused to race again, they notified Captain Pine that he could sail the course alone next day without a competitor, and win both the coveted Fishermen's Trophy and the $3,000 prize money awaiting the winner. But Skipper Pine refused to take the trophy under these conditions, and when he was assured *Bluenose* was really bound for Lunenberg and refused to race

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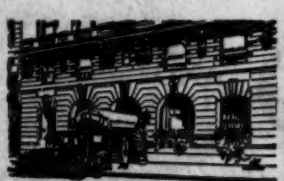
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again, began to make preparations for his own departure. The Committee then declared the series "no contest," the trophy to revert to the trustees, and to be sailed for next year by any eligible challenger and defender. They further awarded Captain Pine and his crew $2,500 of the prize money to repay them for the time lost fishing.

And that is the story of the Halifax fiasco. The contestants are fine fishermen, excellent sailors and splendid seamen. But they are utterly uneducated as to racing and racing rules, and have but a hazy idea of the definition of the word "sportsmanship." Under these conditions, it is difficult to foresee anything but a repetition of the discord and dispute if another series is attempted next year. In view of the many controversies of this and past years, the continuation of the International Fisherman's Race as an annual fixture looks decidely doubtful.

Sail Area for Models

(*Continued from page* 361)

specify that the sail area shall be limited to the product of $(LWL)^2 \times 1.60$ and that for each excess 100 square inches or fractional part thereof, 2 inches or the corresponding fractional part of 2 inches shall be added to the rating. For instance a 36-inch waterline model is permitted $36^2 \times 1.60$, or 2073.6 square inches actual sail area including all roaches, and if she actually carried 2223.6 square inches 3 inches would be added to her computed rating as a penalty.

No definite ruling on spinnakers has been adopted by the Association, but precedent permits the use of one having an area not exceeding 85 per cent. of the area of the forward triangle.

New Officers for Chicago Yacht Club

(*Continued from page* 352)

windjammer. But he sold *Dorello* and bought a motor boat, *Zenia*, one of the trimmest power cruisers in the fleet.

Sheldon Clark, Samuel Insull, Clark C. Wright and F. Will Johnson were the new directors elected.

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